

Rpt. 4.

No. 10323

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 6.4.1929 When handed in at Local Office 19 Port of Rotterdam 18 APR 1929

No. in Survey held at Rotterdam Date, First Survey 14.8.28 Last Survey 8.4.1929
 Reg. Book. Rotterdam (Number of Visits 31)

on the Heel Irene Heaman "JOSEPHINE CHARLOTTE" Tons { Gross 3421
 Net 2055

Built at Rotterdam By whom built Pott Droogd My Yard No. 152 When built 1929

Engines made at Rotterdam By whom made Pott Droogd My Engine No. 172 when made 1929

Boilers made at Rotterdam By whom made Pott Droogd My Boiler No. 478-19-80 when made 1929

Registered Horse Power _____ Owners Lloyd Royal Belge Port belonging to Antwerp

Nom. Horse Power as per Rule 396 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended _____

ENGINES, &c.—Description of Engines Vertical Triple Expansion Revs. per minute 90

Dia. of Cylinders 23 7/8" x 37 1/16" x 60" Length of Stroke 42" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per table 3 1/2 inch Crank pin dia. 3 1/2 inch Crank webs Mid. length breadth 5 9/16 inch Thickness parallel to axis 2 1/8 inch
 as fitted 3 1/2 inch Mid. length thickness 1 9/16 inch Thickness around eye-hole 1 5/8 inch

Intermediate Shafts, diameter as per table 2 9/8 inch Thrust shaft, diameter at collars as per table 3 1/2 inch
 as fitted 2 9/8 inch as fitted 3 1/2 inch

Tube Shafts, diameter _____ Screw Shaft, diameter as per table 3 5/8 inch Is the tube shaft fitted with a continuous liner { Yes }
 as fitted _____ as fitted 3 5/8 inch as fitted _____

Bronze Liners, thickness in way of bushes as per table 1 8/16 inch Thickness between bushes as per table 1 1/2 inch Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 1 8/16 inch as fitted 1 1/2 inch If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive tight fit

If two liners are fitted, is the shaft lapped or protected between the liners One liner Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

Length of Bearing in Stern Bush next to and supporting propeller 18 5/8 inch

Propeller, dia. 15'6" / Pitch 15'0" No. of Blades 4 Material Iron whether Moveable No Total Developed Surface 85 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 10 5/8 inch Stroke 5 5/8 inch Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 10 5/8 inch Stroke 5 5/8 inch Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 2 in 7 1/2 x 9 1/2 x 2 1/2 Pumps connected to the { No. and size 2 in 7 1/2 x 9 1/2 x 2 1/2 1 in 9 x 10 x 10
 How driven Steam Main Bilge Line { How driven Steam

Ballast Pumps, No. and size 1. 9 x 10 x 10" Lubricating Oil Pumps, including Spare Pump, No. and size 1

Are two independent means arranged for circulating water through the Oil Cooler 1 Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 in Eng room a 1 1/2" 2 in boiler room a 1 1/2"

In Holds, &c. 2 in stbd hold a 1 1/2" 2 in port hold a 1 1/2" 2 in stbd hold a 1 1/2" 2 in port hold a 1 1/2" 2 in stbd hold a 1 1/2" 2 in port hold a 1 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One a 7" **Independent Power Pump Direct Suctions** to the Engine Room Bilges, No. and size 2 a 4 1/2"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

What Pipes pass through the bunkers Bilge suction pipes for holds How are they protected Plates and lumber coals

What pipes pass through the deep tanks _____ Have they been tested as per Rule _____

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper platform

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 6171 sq ft

Is Forced Draft fitted Yes No. and Description of Boilers 3 Multitubular Marine Working Pressure 180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes (3.S.B.)

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? 1

PLANS. Are approved plans forwarded herewith for Shafting 10-5-20 Main Boilers 5-6-28 Auxiliary Boilers _____ Donkey Boilers _____
 (If not state date of approval) 2-5-28

Superheaters _____ General Pumping Arrangements 10-9-28 Oil fuel Burning Piping Arrangements _____

SPARE GEAR. State the articles supplied:— 2 connecting rod bottom end bolts, 2 connecting rod top end bolts and nuts, 2 main bearing bolts. One set of coupling bolts, one set of feed and bilge pump valves. One set of piston rings for each cylinder, also for HP slide valve. A quantity of assorted bolts and nuts and iron of various sizes. A full set of spare gear for all our engines. One propeller shaft

The foregoing is a correct description,
 ROTTERDAMSCH E DROOBOEK MAATSCHAPPIJ

DIRECTEUR
[Signature]

Manufacturer.

W435-0208

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 Lloyd's Register
 Foundation

During progress of work in shops -- 1928. 14/8 10/8 15/8 7/9 24/9 30/9 19/10 26/10 5/11 10/11 21/11 1929. 23/11
 1928 14/8 10/8 15/8 7/9 24/9 30/9 19/10 26/10 5/11 10/11 21/11 1929. 23/11
 Dates of Survey while building } During erection on board vessel ---
 1929 30/11 2/12 22/12 6/1 7/1 8/1 15/1 18/1 19/1 26/1 29/1 2/4 5/4
 Total No. of visits 31

Dates of Examination of principal parts—Cylinders 14/8 15/8 24/9 30/9 19/10 26/10 Slides 18/10 26/11 - 28 Covers 23/11 26/11 - 28
 Pistons 23/11 7/12 28/12 5/1 - 28 Piston Rods 18/10 3/11 18/11 26/11 - 28 Connecting rods Made in Germany
 Crank shaft Made in Germany Thrust shaft 7-9-28 Intermediate shafts 23/11 3/12 - 28
 Tube shaft L Screw shaft 7/9 3/10 28 Propeller 30-1-29
 Stern tube 3-10-28 Engine and boiler seatings 22-2-29 Engines holding down bolts 6-3-29
 Completion of fitting sea connections 30-1-29
 Completion of pumping arrangements 26-3-29 Boilers fixed 7-3-29 Engines tried under steam 5-4-29
 Main boiler safety valves adjusted 26-3-29 Thickness of adjusting washers SB 11 Centre SB 10 Port SB 10 m/c
 Crank shaft material S.M. Steel Identification Mark Lloyds Thrust shaft material S.M. Steel Identification Mark Lloyds
 Intermediate shafts, material S.M. Steel Identification Marks Lloyds Tube shaft, material L Identification Mark Lloyds
 Screw shaft, material S.M. Steel Identification Mark Lloyds Steam Pipes, material Steel Test pressure 540 lbs Date of Test 23-3-29
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. L

Have the requirements of the Rules for the use of oil as fuel been complied with L
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with L
 Is this machinery duplicate of a previous case Yes If so, state name of vessel "ASTRIDA"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery has been made in accordance with the Society's Rules, Secretary's letters and approved plans, material tested as required and workmanship good. The whole was found in a good working condition after a trial trip on the North Sea and of opinion that the vessel is eligible to be recorded in the Society's Register Book with **+ L.M.C. 4.29.**

It is submitted that this vessel is eligible for THE RECORD. - + L.M.C. 4.29. C.L. F.D.

JRM
 20.4.29

Certificate to be sent to Rotterdam Surveyors

The amount of Entry Fee ... £ 60.00
 X Special ... £ 1011.80
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ 55.00

When applied for, 12/4 1929
 When received, 29.4.1929

J. J. Schoo
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned

FRI. 26 APR 1929

+ L.M.C. 4:29 C.L. F.D.



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