

No. 10207

Received at London Office 8 APR 1929

ating Report.....4-4-1939 When handed in at Local Office

19 Port of

Survey held at Schiedam Date, First Survey 9-2-20 Last Survey 2-4-1929

on the Steel Twin Screw "STATENDAM." (Number of Visits 63.)

Belfast. By whom built *Harland & Wolff Ltd.* Yard No. *612* When built

made at So By whom made So Engine No. 5012 When made

made at Glasgow, Belfast, Rotterdam By whom made Babcock, Welch, Hallows, Wolff, Winton Boiler No. ✓ When made ✓

Horse Power at Full Power 19,500 Owners \_\_\_\_\_ Port belonging to Rotterdam

orse Power as per Rule 4.644 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

or which Vessel is intended Open-going

*TURBINE ENGINES, &c.—Description of Engines please see Belfast report No. 10060.*

*rbines* Ahead.....✓..... Direct coupled,  
 Astern.....✓..... single reduction geared } to ✓..... propelling shafts. No. of primary pinions to each set of reduction gearing.....✓  
 double reduction geared

and to { Alternating Current Generator phase periods per second }  
Direct Current Generator { rated Kilowatts Volts at revolutions per minute;

g power for driving ..... ✓ Propelling Motors, Type .....

Revolutions per minute. Direct coupled, single or double reduction geared to ..... propelling shafts.

[illegible]

**Net Power at each turbine**  $\left\{ \begin{array}{l} H.P. \checkmark \\ I.P. \checkmark \\ L.P. \checkmark \end{array} \right.$ 
**Revolutions per minute, at full power, of each Turbine Shaft**  $\left\{ \begin{array}{l} H.P. \checkmark \\ I.P. \checkmark \\ L.P. \checkmark \end{array} \right.$

1st reduction wheel  $\checkmark$   
 main shaft  $\checkmark$

Shaft diameter at journals	$\left\{ \begin{array}{l} I.P. \\ L.P. \end{array} \right.$	<b>Pitch Circle Diameter</b>	1st pinion	1st reduction wheel	<b>Width of Face</b>	1st reduction wheel
			2nd pinion	main wheel		main wheel

between centres of pinion and wheel faces and the centre of the adjacent bearings

1st pinion.....✓	1st reduction wheel.....✓
2nd pinion.....✓	main wheel.....✓

**Pinion Shafts,** *diameter at bearings* *External* *Internal* 1st { ..... 2nd { ..... *diameter at bottom of pinion teeth* { 1st ..... 2nd { .....

fts, diameter at bearings	{ 1st ✓ main ✓	diameter at wheel shroud,	{ 1st ✓ main ✓	Generator Shaft, diameter at bearings ✓ Propelling Motor Shaft, diameter at bearings ✓
as per rule ✓			as per rule ✓	

Thrust Shaft, diameter at collars ..... as per rule.   
 Tube Shaft, diameter ..... as per rule.

1. diameter as per rule..... Is the { the screw } shaft fitted with a continuous liner { ..... **Bronze Liners, thickness in way of bushes** as per rule.....  
as fitted..... as fitted.....

green bushes as per rule..... Is the after end of the liner made watertight in the propeller boss..... If the liner is in more than one length are the junctions as fitted.....

through the whole thickness of the liner ✓ If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a  
 insoluble in water and non-corrosive ✓ If two liners are fitted, is the shaft lapped or protected between the liners. ✓ Is an approved Oil Gland

once fitted at the after end of the tube shaft ☒ Length of Bearing in **Stern Bush** next to and supporting propeller ☒  
 Diameter ☒ Pitch ☒ No. of Blades ☒ State whether Moveable ☒ Total Developed Surface ☒

new, are arrangements made so that steam can be led direct to the **L.P. Turbine** Can the **H.P. or I.P. Turbine** exhaust direct to the

No. of Turbines fitted with astern wheels	✓	Feed Pumps	No. and size	4 single cyl. 24 cyl. 12 1/2 pump 20" stroke
			How driven	Steam at 250 lb (gauge)

connected to the Main Bilge Line

No. and size	2 bilge pumps each 200 tons plus 2 ballast pumps each 300 tons plus emergency bilge pump 200 tons
How driven	All vertical centrif. self-exhausting type motor driven. Emergency bilge pump 200 tons

aps, No. and size 2 of 300 tons tons phr. each Lubricating Oil Pumps, including Spare Pump, No. and size 4 of 40 tons phr. each.

and size:—In Engine and Boiler Room *Face 6' 6-3/4" + 1-8"; aft 6' 3-3/4" + 1-8"; Eng room 5-3 1/2" + 1-8" aft 1-8" off 1-8"*

Circulating Pump Direct Bilge Suctions, No. and size **4 & 13** <sup>1/2</sup> **low.** Independent Power Direct Suctions to the Drain

size 4 2 1/2" bore ✓ Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes ✓

connections fitted direct on the skin of the ship *Yes* ✓ Are they fitted with Valves or Cocks *Valves except 8" water service in stokehold*

Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

through the bunkers none How are they protected ✓

through the deep tanks none Have they been tested as per rule ✓

Jacks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. *Yes*

another Yes ✓ Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes ✓ worked from Bulldozer deck

W86-0039

\_\_\_\_\_



BOILERS, &c.—(Letter for record *S.*) Total Heating Surface of Boilers *42960*  
Is Forced Draft fitted *Yes* No. and Description of Boilers *Six Babcock & Wilcox Water tube* Working Pressure *4*  
Is a Report on Main Boilers now forwarded? *Yes*  
Is *a Donkey* Boiler fitted? *Yes* *Glasgow exp. No. 47919* If so, is a report now forwarded? *Yes*  
Plans. Are approved plans forwarded herewith for Shafting *no* Main Boilers *✓* Auxiliary Boilers *✓* Donkey Boilers *✓*  
(If not state date of approval)  
Superheaters *✓* General Pumping Arrangements *✓* Oil Fuel Burning Arrangements *✓*  
Spare Gear. State the articles supplied:— *As per attached list.*

The foregoing is a correct description,

Dates of Survey while building	During progress of work in shops	During erection on board vessel	Total No. of visits
6-21-27	23	3-6-22-24	8-14-15
2-5-9-14-15-17-21-22-23-27-30	1-4-8-9-12-13-14-18-20-21-23-25-27	1-2-4-5-6-9-16-20	3-4-29
total 63.			

Dates of Examination of principal parts—Casings *✓* Rotors *✓* Blading *✓* Gearing *✓*  
Wheel shaft *✓* Thrust shaft *✓* Intermediate shafts *✓* Tube shaft *✓* Screw shaft *✓*  
Propeller *✓* Stern tube *✓* Engine and boiler seatings *3-8-28* Engine holding down bolts *4-22*  
Completion of pumping arrangements *4-2-29* Boilers fixed *28-10-28* Engines tried under steam *16-17-18*  
Main boiler safety valves adjusted *9-3-29* Thickness of adjusting washers *1-19 in 3-19 in 5-21 in 7-20.5 in 9-20 in*  
Rotor shaft, Material and tensile strength *✓* Identification Mark *✓*  
Flexible Pinion Shaft, Material and tensile strength *✓* Identification Mark *✓*  
Pinion shaft, Material and tensile strength *✓* Identification Mark *✓*  
1st Reduction Wheel Shaft, Material and tensile strength *✓* Identification Mark *✓*  
Wheel shaft, Material *✓* Identification Mark *✓* Thrust shaft, Material *✓* Identification Mark *✓*  
Intermediate shafts, Material *✓* Identification Marks *✓* Tube shaft, Material *✓* Identification Marks *✓*  
Screw shaft, Material *✓* Identification Marks *✓* Steam Pipes, Material *Solid drawn steel* Test pressure *12*  
Date of test *14-1-29 to 6-3-29* Is an installation fitted for burning oil fuel *Yes*  
Is the flash point of the oil to be used over 150°F. *Yes* Have the requirements of the Rules for carrying and burning oil fuel been complied with *✓*  
Is this machinery a duplicate of a previous case *no* If so, state name of vessel *✓*

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery has been made fitted in accordance with the Society's Rules, approved plans & Secretary's letters. All material tested as required and workmanship good. The vessel was found in a good working order during a trial trip on the North Channel and in our opinion eligible to be recorded in the Society's Register book.*  
**+ L.M.C. 4-29. C.L. fitted for burning oil fuel. flash point above 150°F.**

It is submitted that this vessel is eligible for THE RECORD.

6. Steam turbines S.R. geared to two screw shafts

6. W.T.B. 430 lb. D"

4.29

+ L.M.C. 4.29. C.L. F.D. Fitted for oil fuel, F.P. above 150°F.

D.B. 100 lb. D"

as per Sec. letter 9-11-28.  
The amount of Entry Fee ... £ 9-11-28.  
paid Special ... £ 7.25. £ 426.00.  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ 102.50.

When applied for,

5/4 1929

When received,

10-4-29

Committee's Minute TUE. 9 APR 1929

Assigned Thuc 4.29

C.L. F.D.

Fitted for oil fuel 4.29 F.P. above 150°F

D.B. - 100 lb

CERTIFICATE WRITTEN



© 2020

Lloyd's Register Foundation