

REPORT ON OIL ENGINE MACHINERY.

No. 24647

-8 JUL 1936

Received at London Office

Date of writing Report 2-7-1936 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Reg. Book. Flushing

Date, First Survey 27-8-35 Last Survey 1-7-1936

Number of Visits 25

Single motor
on the ~~Deck~~ Screw vessel
Triple
Quadruple

ERINNA

Tons Gross 6232
Net 3590

Built at Flushing By whom built Jan My. De Schelde Yard No. 202 When built 1936

Engines made at Amsterdam By whom made Wickapoor Engine No. When made 1936

Donkey Boilers made at Flushing By whom made Jan My. De Schelde Boiler No. 1031 When made 1936

Brake Horse Power 2800 Owners Petroleum My. la Corona Port belonging to Copenhagen

Nom. Horse Power as per Rule 377 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

Trade for which vessel is intended Carrying Petroleum in Bulk.

IL ENGINES, &c.—Type of Engines See Amsterdam report Single or double acting -

Maximum pressure in cylinders - Diameter of cylinders - Length of stroke - No. of cylinders - No. of cranks -

Mean Indicated Pressure - Span of bearings, adjacent to the Crank, measured from inner edge to inner edge - Is there a bearing between each crank -

Revolutions per minute - Flywheel dia. - Weight - Means of ignition - Kind of fuel used -

Crank Shaft, dia. of journals as per Rule - as fitted - Crank pin dia. - Crank Webs Mid. length breadth - Mid. length thickness - Thickness parallel to axis - shrunk Thickness around eyehole -

Flywheel Shaft, diameter as per Rule - as fitted - Intermediate Shafts, diameter as per Rule approved as fitted 370 mm Thrust Shaft, diameter at collars as per Rule approved as fitted 340 mm

Tube Shaft, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule approved as fitted 370 mm Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule approved as fitted 19.5 mm Thickness between bushes as per Rule approved as fitted 15 mm Is the after end of the liner made watertight in the propeller boss Yes 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 -

If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 1500 mm

Propeller, dia. 4270 Pitch 3500 No. of blades 4 Material Brass whether Moveable No Total Developed Surface 5.75 sqm

Method of reversing Engines By air Is a governor or other arrangement fitted to prevent racing of the engine when declutched - Means of lubrication forced Thickness of cylinder liners - Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine -

Cooling Water Pumps, No. 4 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 2 Wormwheel pumps Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size 2 wormwheel pumps, 1 duplex pumps 8x8x10 How driven Main Engine Steam

Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements -

Ballast Pumps, No. and size One is 8x8x10 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One rotary 40 ton One 8x8x10

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces 3 a 90 mm, 1 a 160 mm, 1 a 125 mm, Cofferdam 21-22, 1 a 90 mm Pump Room 1 a 50 mm

In Holds, &c. forehold above deep tank 2 a 50 mm, in cofferdam 3 a 70 mm above FP, 1 a 50 mm

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 a 160 mm, 1 a 125 mm

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes - Are the Bilge Suctions in the Machinery Spaces 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 platform 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 to Cofferdam How are they protected Steel pipes with valves at each end controlled from deck.

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 No Tunnel Is it fitted with a watertight door - worked from -

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -

Main Air Compressors, No. - No. of stages - Diameters - Stroke 2 Driven by -

Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 206/206.104 Stroke 160 Driven by one by steam one by Hornby motor

Small Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

Scavenging Air Pumps, No. - Diameter - Stroke - Driven by -

Auxiliary Engines crank shafts, diameter as per Rule See Amsterdam Report as fitted Position CV: 13594



Lloyd's Register Foundation

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes* ✓
 Can the internal surfaces of the receivers be examined and cleaned *Yes* ✓ Is a drain fitted at the lowest part of each receiver *Yes* ✓
High Pressure Air Receivers, No. *2* Cubic capacity of each *2 x 11.3 ccb* Internal diameter *149.5 mm* thickness *1.1 mm*
 Seamless, lap welded or riveted longitudinal joint *Painted* Material *J.M. Steel* Range of tensile strength *50-54 tons* Working pressure by Rules *26.1 1/2* Actual *24.6 1/2*

IS A DONKEY BOILER FITTED? *Yes* ✓ If so, is a report now forwarded? *Yes* ✓
 Is the donkey boiler intended to be used for domestic purposes only *Yes* ✓

PLANS. Are approved plans forwarded herewith for Shafting *All plans forwarded by Amsterdam Surveyors* Receivers *Separate Fuel Tanks*
 Donkey Boilers *27-11-36* General Pumping Arrangements *27-11-36* Pumping Arrangements in Machinery Space *27-11-36*
 Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes* ✓
 State the principal additional spare gear supplied *One screw shaft, cast iron propeller, 2 cylinder covers complete, 2 pistons complete, 2 cylinder liners complete, 1 set of coupling bolts, one set of main bearing bracers, 1 set of bottom end bracers, one piston rod, one connecting rod, one crosshead with gudge, chain for jumpy drive etc one set of chain wheels*

The foregoing is a correct description,
M.V. Kap. M/V. De Schelde
H.P. Wessely Manufacturer.

Dates of Survey while building
 During progress of work in shops: 1/35, 2/8, 7/10, 10/10, 22/10, 1/11, 8/11, 20/11, 25/11, 10/12, 24/12, 1936, 21/1, 30/1, 18/3.
 During erection on board vessel: 1936, 18/1, 25/1, 2/4, 9/4, 18/4, 11/5, 25/5, 28/5, 10/6.
 Total No. of visits *22*

Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓
 Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts *1-11-35* Tube shaft ✓
 Screw shaft *28/11, 20/11, 9/11* Propeller *18-3-36* Stern tube *30-1-35* Engine seatings *18-3-36* Engines holding down bolts *28-5-36*
 Completion of fitting sea connections *18-4-36* Completion of pumping arrangements *16.6.36* Engines tried under working conditions *30.6.36*
 Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓
 Thrust shaft, Material ✓ Identification Mark ✓ Intermediate shafts, Material *J.M. Steel* Identification Marks ✓
 Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material *J.M. Steel* Identification Mark ✓

LL0406
 MB11468
 JS. 9-4-36
 LL0403
 MB11464
 JS. 9-4-36

Is the flash point of the oil to be used over 150° F. *Yes*
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes*
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *Oil tanker* If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *M.V. EULOTA, M.V. ETREMA*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been made and fitted in accordance to the Society's Rules, approved plans and Secretary's letters, material tested as required and workmanship good. The whole was found in a good working and manouring condition during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with*
*** LMC 7.36. OIL ENG. CL.**

Rotterdam Surveyors

Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee .. £ :
 Special ... £ 190.00 When applied for, 4.7.1936
 AIR RECEIVERS ...
 Donkey Boiler Fee ... £ 100.80 When received, 3/29/7
 Travelling Expenses (if any) £ 222.50 29.7.1936
 Committee's Minute TUE. 14 JUL 1936
 Assigned + dmb. 7.36 Oil Eng
 S.B. - 180th

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

