

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 10641

AUG - 2 1938

Received at London Office

Date of writing Report 16/7 1938

When handed in at Local Office 10/38

Port of Copenhagen

No. in Survey held at 20526

Reg. Book. on the Single Twin Triple Quadruple Screw vessel BARENDRECHT.

Date, First Survey 14/10 1937

Last Survey 12/7 1938

Number of Visits 69

Tons { Gross 9385
Net 5617

Built at Odense By whom built Odense Skibskilfabrik Yard No. 71 When built 1938
 Engines made at Copenhagen By whom made P. Birnbaums & Wain Engine No. 2796 When made 1938
 Donkey Boilers made at Elsinor By whom made Martin Byggeri Boiler No. 731-2 When made 1938
 Brake Horse Power 3800 Owners Phs. van Ommen's Port belonging to Rotterdam
 Nom. Horse Power as per Rule 572 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes.
 Trade for which vessel is intended arranging in carins.

OIL ENGINES, &c.—Type of Engines DIESEL, CROSSHEAD TYPE, SUPERCHARGE, SOLID INJECTION 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 49 kg/cm² Diameter of cylinders 740 mm Length of stroke 1500 mm No. of cylinders 7 No. of cranks 7

Mean Indicated Pressure 8.51 kg/cm² Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 990 mm Is there a bearing between each crank yes

Revolutions per minute 110 Means of ignition compression Kind of fuel used heavy oil
 Crank Shaft, { Solid forged dia. of journals as per Rule 501 mm Crank pin dia. 525 mm Crank Webs Mid. length breadth 1000 mm Thickness parallel to axis 310 mm
 { Semi built dia. of journals as fitted 525 mm (17% CENT. HOLE) (LESS 1/16 IN. HOLE) Mid. length thickness 290 mm shrunk Thickness around eyehole 280 mm
 { All built as per Rule 501 mm as fitted 525 mm

Flywheel Shaft, diameter as per Rule 356 mm Thrust Shaft, diameter at collars as per Rule 374 mm
 as fitted 356 mm as fitted 500 mm

Tube Shaft, diameter as per Rule 391 mm Is the { tube } shaft fitted with a continuous liner { yes
 as fitted 391 mm { screw }

Bronze Liners, thickness in way of bushes as per Rule 19 mm Thickness between bushes as per Rule 14.3 mm Is the after end of the liner made watertight in the
 as fitted 28-29 mm as fitted 20 mm

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 in 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 yes.

If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube yes.

haft yes If so, state type (VARIABLE) Length of Bearing in Stern Bush next to and supporting propeller 1750 mm

Propeller, dia. 16'-6" Pitch 12'-6" (ON 0.7 D.) No. of blades 4 Material BRONZE whether Moveable NO Total Developed Surface 10.5 sq. feet

Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes. Means of lubrication forced.

Thickness of cylinder liners 53.5 mm Are the cylinders fitted with safety valves yes. Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material yes. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine yes

Cooling Water Pumps, No. 2 INDEPENDENT, ROTARY TYPE AND BALLAST PUMP. 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. None Diameter Stroke Can one be overhauled while the other is at work yes

Pumps connected to the Main Bilge Line { No. and Size 1 OFF 10" 8 1/2" 12" DUPL. 1 OFF 150/150/150 mm DUPL. 1 OFF 20 TS/H.
 How driven BY STEAM BY STEAM. BY 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 yes

Ballast Pumps, No. and size 1 OFF 10" 8 1/2" 12" DUPL. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 OFF Delmatic Oil 11.8.38

Are two independent means arranged for circulating water through the Oil Cooler yes. 3 OFF Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 5 OFF 3" In Pump Room 1 OFF 8"

In Holds, &c. FORE HOLD: 2 OFF 3" FORWARD PUMP ROOM: 1 OFF 3" AFT COFF: 1 OFF 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 OFF 5"

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes 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 valves.

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 yes How are they protected yes

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

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 of
 THESE THE compartment to another yes Is the Shaft Tunnel watertight No tunnel Is it fitted with a watertight door yes worked from yes

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

Main Air Compressors, No. 1 No. of stages 1 Diameters Stroke Driven by yes

Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters Stroke Driven by yes

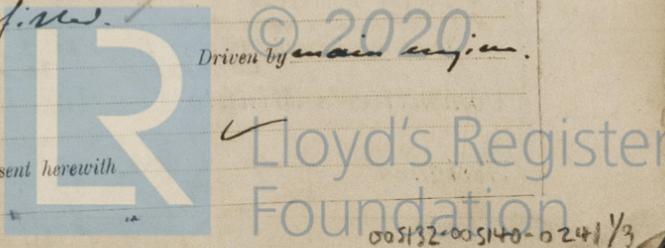
MANEUVERING Small Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 172-70 mm Stroke 90 mm Driven by steam engine

What provision is made for first Charging the Air Receivers 2 steam driven compressors fitted. Driven by man engine.

SUPERCHARGING Scavenging Air Pumps, No. one rotary Diameter 178 mm Stroke Position

Auxiliary Engines crank shafts, diameter as per Rule Position Is a report sent herewith yes

Have the Auxiliary Engines been constructed under special survey yes



005132-005140-0241/3

M/S "BARENDRECHT"

List of Auxiliary Machinery.

The Steam Plant comprises:

Two horizontal donkey boilers of multitubular type, the starboard boiler with one (center) furnace for oil firing and 2 side tube nests for alcohol gas firing, the port boiler with 2 furnaces for oil firing only. The H.S. of the two boilers is resp. 2870 and 1900 sq. ft. W.P. 180 lbs. 10". One for 1st time draught.

One single oil burning unit (Laminar White & Co.) with simplex oil fire pressure pump, duplex suction and pressure filter, preheater and hand pump for starting up. One complete steam driven pump kept in reserve.

One vertical feed pump, 170 x 140 x 380 mm, simplex.

Two circulating seawater pumps

One air pump

One feed pump

One bilge pump

driven by one of two single cylinder steam engines (one stand-by for the other) through chain drive.

Two vertical 2-cylinder, compound engines, 180 x 295 mm dia., 135 mm stroke, 70 EHP at 600 R/P, each working thro' clutch coupling, a 3-cyl 2-stage manoeuvring air compressor, 170 x 70 mm dia x 70 mm stroke, 150 cu ft at 600 R/P, a lubricating oil pump for main engine, two p. hain, and a sanitary pump.

One ballast pump, 10 x 8 1/2 x 12 duplex.

One coffee dam pump, 150 x 150 x 150 mm duplex.

One bilge pump, do.

One sanitary pump, do.

One fire oil transfer pump, do.

One single cylinder Nth compressor for cooling provision store.

Two vertical cargo oil pumps, 430 x 535 mm duplex. } in the main

One horizontal cargo stripping pump, 10 x 8 1/2 x 12 duplex. } pump room

One horizontal ballast pump, 150 x 150 x 150 mm duplex. } in the fore hold

One oil fire transfer pump, do. } pump room.

One steering gear, One winch, One warping winch, Two cargo winches on deck.

The electric plant comprises:

One 10 kw. compound wound dynamo, 110 V x 146 A x 600 R/P, driven by a 1-cyl. steam engine.

One 10 kw. compound wound dynamo, 110 V x 146 A x 650 R/P, driven by a 2-cyl. 45 C.S.A. "Herk" oil engine.

AIR RECEIVERS:—Have they been made under survey... State No. of Report or Certificate... Injection Air Receivers, No. 2... Starting Air Receivers, No. 2... IS A DONKEY BOILER FITTED? yep. 2 OFF... PLANS. Are approved plans forwarded herewith for Shafting... Donkey Boilers... Oil Fuel Burning Arrangements... SPARE GEAR.

Has the spare gear required by the Rules been supplied... State the principal additional spare gear supplied... 1 cylinder complete (cover, lining and water jacket), 5 exhaust valves complete, 8 fire valves complete, 9 fire pumps, 1 piston complete with rod, 2 1/2 main bearing brasses, 1 propeller (cast iron), 1 propeller shaft complete with lining.

The foregoing is a description... BURMEISTER & WAIN'S MASKIN-OG SKIBBYGGERI... Dates of Examination of principal parts... Crank shaft, Material S. 17. steel... Thrust shaft, Material S. 17. steel... Tube shaft, Material... Identification Marks on Air Receivers... LLOYD'S TEST 41 ATT. W.P. 25 ATT. L.K. 17.4.38.

Table with columns for Dates of Survey while building, Dates of Examination of principal parts, and Identification Marks. Includes dates like 14/10, 17/11, 20/12, 23/1, 26/2, 29/3, 1/4, 4/5, 7/6, 10/7, 13/8, 16/9, 19/10, 22/11, 25/12, 28/1, 31/2, 3/3, 6/4, 9/5, 12/6, 15/7, 18/8, 21/9, 24/10, 27/11, 30/12, 1/1, 4/2, 7/3, 10/4, 13/5, 16/6, 19/7, 22/8, 25/9, 28/10, 31/11, 3/12, 6/1, 9/2, 12/3, 15/4, 18/5, 21/6, 24/7, 27/8, 30/9, 1/10, 4/11, 7/12, 10/1, 13/2, 16/3, 19/4, 22/5, 25/6, 28/7, 31/8, 3/9, 6/10, 9/11, 12/12, 15/1, 18/2, 21/3, 24/4, 27/5, 30/6, 1/7, 4/8, 7/9, 10/10, 13/11, 16/12, 19/1, 22/2, 25/3, 28/4, 31/5, 3/6, 6/7, 9/8, 12/9, 15/10, 18/11, 21/12, 24/1, 27/2, 30/3, 1/4, 4/5, 7/6, 10/7, 13/8, 16/9, 19/10, 22/11, 25/12, 28/1, 31/2, 3/3, 6/4, 9/5, 12/6, 15/7, 18/8, 21/9, 24/10, 27/11, 30/12, 1/1, 4/2, 7/3, 10/4, 13/5, 16/6, 19/7, 22/8, 25/9, 28/10, 31/11, 3/12, 6/1, 9/2, 12/3, 15/4, 18/5, 21/6, 24/7, 27/8, 30/9, 1/10, 4/11, 7/12, 10/1, 13/2, 16/3, 19/4, 22/5, 25/6, 28/7, 31/8, 3/9, 6/10, 9/11, 12/12, 15/1, 18/2, 21/3, 24/4, 27/5, 30/6, 1/7, 4/8, 7/9, 10/10, 13/11, 16/12, 19/1, 22/2, 25/3, 28/4, 31/5, 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M/S "BARENDRECHT"

The dynamos, which are not fitted to run in parallel, are supplying direct current for the following purposes:

Two 3.5 HP electro-motors for the oil purifiers.
 One 4 " " " " workshop.
 One 8 " " " " engine timing gear.
 One 1.1 " " " " wireless telegraph.
 and current for the light installation.

Christoffer

SURVEYOR TO LLOYD'S
REGISTER OF SHIPPING

The above is a correct description.

ODENSE STAALSKIBSVÆRFT
VED A. P. MØLLER

E. Ringsted



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