

No. 2688

THE BRITISH CORPORATION REGISTER
OF SHIPPING AND AIRCRAFT

2832

Report No. 35 No. in Register Book 4428

Ship No 837, van Diepen "DOLLARD"
SIGVARD^{EX}

Makers of Engines Klockner-Humboldt-Deutz A-G.
at Köln-Deutz

Works No. 543 864 - 71
Conn. No. 684 807

Makers of Main Boilers.....

Works No.....

Makers of Donkey Boiler.....

Works No.....

MACHINERY



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010428-010432-0133½

No. 2688

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OF SHIPPING AND AIRCRAFT

Report No. No. in Register Book 4428

Ship Nº 837 VAN DIEPEN. DOLLARD.

Makers of Engines KLOCKNER-HUMBOLDT-DEUTZ A.G.
AT KÖLN-DEUTZ

Works No. 543.864-71
COM. Nº 684807.

Makers of Main Boilers

Works No.

Makers of Donkey Boiler

Works No.

MACHINERY



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010428-010439 - 0133 ²/₂

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OF SHIPPING AND AIRCRAFT

Report No. No. in Register Book 4 428

Received at Head Office 20/3/39

Surveyor's Report on Engines, Boilers, and Auxiliary
Machinery of ~~Single Triple~~ Double Quadruple Screw

Official No.

Port of Registry

Registered Owners

Groningen
J. Dekker.

Engines Built by *Kl.-Humb.-Deutz A.G.*
at *Köln-Deutz*

Main Boilers Built by

at

Donkey " "

at

Date of Completion *at Köln 6.1.39.*

First Visit

Last Visit

Total Visits

at Köln 13.12.38.

6.1.39.

at Groningen 11-1-39

3-3-39.

6.

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GENERAL DESCRIPTION AND TRIAL PARTICULARS

Works No. *543864-71* No. of Sets *1*Description *Single acting 4-stroke cycle Diesel-Motor with airless injection. Type RV8M345*Date of Harbour Trial *—*„ Trial Trip *3-3-39*Trials run at *River Leam*Were Engines tested at full power under Sea-going conditions? *Yes*Draught of Ship Loaded *2.92 M.*Draught on Trial *4' fore 7' aft.*B.H.P. or I.H.P. Developed. *± 400*Revs. per Min. *324*

Boiler Pressure= lbs. 1st I.P. Receiver= lbs. 2nd I.P.= lbs.

Mean Ind. Pressure= *6.8 lbs/cm²* L.P. „ = lbs. Vacuum= *± 48/50 lbs/cm²* Max. Initial Pressure=Speed of Ship on Trial *10⁵* Knots.Builder's estimated data:— *± 10.2 Knots*

B.H.P. or I.H.P. Revs. per min. Speed

REMARKS

RECIPROCATING STEAM ENGINES

No. of Cylinders each Engine

No. of Cranks

Diars of Cylinders

Stroke

Cubic feet in each L.P. Cylinder

Are Spring-loaded Relief Valves fitted to Top and Bottom of each Cylr.?

„ „ „ each Receiver?

Type of H.P. Valves,

„ 1st I.P. „

„ 2nd I.P. „

„ L.P. „

„ Valve Gear

„ Condenser Cooling Surface sq. ft.

Diar. of Piston Rods (plain part) Screwed part (bottom of thread) Material

„ Connecting Rods (smallest part) Material

„ Crosshead Gudgeons Length of Bearing Material

No. of Crosshead Bolts (each) Diar. over Thrd. Thrds. per inch Material

„ Crank Pin „ „ „ „

„ Main Bearing „ „ „ „

„ Main Bearings Length of Bearings

„ Holding Down Bolts, each Engine Diar. No. of Checks (Metal)

Are Engines bolted to Tank Top or to Built Seat?

Are Bolts tapped through Tank Top and fitted with Nuts Inside?

If not, how are Bolts fitted?

REMARKS

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STEAM TURBINES

Type of Turbines

Arrangements of Turbines

No. of H.P. Rotors

I.P. Rotors

L.P. Rotors

Astern Rotors

Are the Propeller Shafts driven direct by the Turbines or through Gearing?

Is Single or Double Reduction Gear used?

Revs. per min. of H.P. Turbine at Full Power

S.H.P.

" " I.P. " "

" " L.P. " "

" " 1st Reduction Shaft

" " 2nd " "

Is Nodal Drive fitted?

Diar. of Shafts

Are arrangements such that Steam can be led direct to L.P. Turbine?

" " " either H.P. or I.P. Turbine can exhaust direct to the Condenser?

Description of Lubricating Oil System

Diar. and No. Holding Down Bolts H.P. Turbine

I.P. Turbine

L.P. Turbine

Metal Chocks

Diar. and No. Holding Down Bolts for Gear Cases

REMARKS

RECIPROCATING OIL ENGINES

Description *Single acting 4-stroke cycle Diesel-Motor with airless injection*No. of Cylinders *8* Diar. of Cylinders *280* Stroke *450* No. of Cranks *8*Span between Bearing Edges *440 mm* No. of Bearings *9*Maximum Initial Pressure *50 kg/cm²* Mean Indicated Pressure *6.5 kg/cm²* B.H.P. *400* Revs. *300*Flywheel: Diar. *1250 mm* Weight *2600 kg* All better *24/3/39*

Crankshaft Balance Weights " " Radii of Gyration " "

Fuel Injection System *airless* W.P. " "

Injection Air Compressors, No. " Diars. " Stroke " W.P. " "

No. of Injection Air Receivers " Capacity " W.P. " Type " "

Scavenge Air Units, No. " Driven by " "

Superchargers, No. " " " "

Cylinder cooling by *water* No. of Pumps *1* Driven by *main motor*

Pistons " " " " " "

Lubrication Oil System *circulation of the oil* " " " " " "No. of Coolers *13* Purpose *Cooling Lubrication Oil*Material Cylinder Covers *cast iron* Liners *cast iron* Pistons *cast iron*Are Engines Reversible? *yes* Is Gearing used? *no*How are Engines started? *by compressed air*No. of Starting Air Receivers *2* Capacity *each 500 l* W.P. *30 kg/cm²* Type *electr. welded*

" of Exhaust Gas Boilers " W.P. " Is Oil Fuel used? " Purpose "

Diar. of Piston Rods (plain part) " Screwed part (bottom of Thread) " Material "

cross section Connecting Rod (smallest part) *37 cm² (elliptic)* " *O.H. Steel*

" " Crosshead Gudgeons " Length of Bearing " "

No. of Crosshead Bolts (each) " Diar. over Thread " Threads per inch " "

" " Crank Pin " " *42 mm* " " *8* " "" " Main Bearing Bolts *2* " " *33 mm* " " *10* " "" " Holding Down Bolts *18* Diar. of Bolts *42 mm* No. of Metal Chocks " "*20**20*

RECIPROCATING OIL ENGINES, Contd.

Are Engines Bolted to Tank Top or to Built Seat?

Built seat

„ Bolts tapped through the Tank Top and fitted with Nuts inside?

If not, how are they fitted?

No. of Auxiliary Engines

2

Description

*Both. Dents OMZ 117 25PK N^o 546214-15
N^o 546216-17*

No. of Cylinders

*2*Diar. *145*Stroke *220*

No. of Cranks

2

Span between Bearing Edges

184 1/2

No. of Bearings

3

Max. Init. Press.

40-50 kg/cm²

Mean Ind. Press.

B.H.P.

25

R.P.M.

750

No. of Aux. Air Compressors

Diar.

*1.) 145/60 mm
2.) 40/110*

Stroke

*1.) 100 mm
2.) 85 mm*

W.P.

*1.) 30 kg/cm²
2.) 30 kg/cm²*

Driven by

*1.) by main motor
2.) by electric motor*

No. of Metal Chocks

10„ „ Holding Down Bolts
OF AUX. ENGINES.

REMARKS

ELECTRIC PROPULSION GENERATORS AND MOTORS

Description of Generators

Makers of Generators

No. of Generators

How Driven

Capacity of each, Kw.

Amps.

Volts

Revs. per min.

Continuous or Alternating Current

Phases

Periods

Diar. of Armature Shaft

No. and length of Bearings

Type of Circuit Breakers

Cut out load

Description of Motors

Makers of Motors

No. of Motors

How Driven

Output of Motor (each), H.P.

Amps.

Volts

Revs. per min.

Diar. of Motor Shafts

No. and length of Bearings

Description of Boosters

Makers of Boosters

No. of Boosters

How Driven

Capacity of each, Kw.

Amps.

Volts

Revs. per min.

Description of Control and Switch Gear

REMARKS



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REDUCTION GEARING

Is Single or Double Reduction Gearing employed?

Diar. of 1st Reduction Pinion

" 1st " Wheel

Width

Pitch of Teeth

Estimated Pressure per lineal inch

Diar. of 2nd Reduction Pinion

" 2nd " Wheel

Width

Pitch of Teeth

Estimated Pressure per lineal inch

Revs. per min. of 1st Red. Shaft

" " " 2nd " "

PROPELLERS

No. of Blades each Propeller

Pitted or Solid

Material of Boss

Material of Blades

Diar. of Propellers

Pitch

Surface (each)

sq. ft.

No. of Studs for one Blade

Diar. of Studs

A spare propeller, mat. Cast Iron, has been put on board B.C. Test No 1521, 11-2-39. During transport 1 blade partly broken off. Broken piece electric welded, and dressed up.

FORGINGS

Piston Rods forged by

Material

Connecting Rods

" " Klöckner-Humboldt-Deutz A.G. " O.H. Huss

Crossheads

Turbine Spindles

" Wheels

Reduction Gear Shafts

forged by

" " Wheel

Generator Armature Shafts

Motor

Crankshaft Pins

forged by

" End

" Webs

Thrust Shaft

Intermediate Shaft

Propeller

Piston Rods

finished by

Diar.

Connecting Rods

Crossheads

Turbine Spindles

Reduction Gear Shafts

finished by

" " Wheels

Generator Armature Shafts

Motor

Crankshafts

Thrust Shafts

Short Intermediate

4 " "

Propeller

solid

Klöckner-Werke, Osnebrück

Hoesch Aktiengesellschaft, Dortmund.

~~Klöckner-Werke, Osnebrück~~

Klöckner-Werke, Osnebrück

(i) Hoesch-Köln-Müssen and (ii) Th. Wuppermann.

Theo Wuppermann. GMBH.

O.H. Steel

O.H. Steel

cast steel

O.H. steel

O.H. steel

Kl.-Humb.-Deutz A.G. Cross Section 37mm elliptic

Diar.

Kl.-Humb.-Deutz A.G. 190/170 mm

Lohmann u. Stolterfoht, Witten 160 mm

Kl.-Humb.-Deutz A.G. 190 mm

Mess. Keller, Dillingen a. Mos. 145 mm.

" " " " 140/145 mm.

PUMPS, &c. *Hand Compressor A.M.M. 60/145 M.M. 100*
 No. of Air Pumps *2* Diar. *B 40/110* Stroke *mm 85*
 Worked by Main or Independent Engines? *By Main motor and*
aux. Compressor driven by electric motor *Thru. Adm. Type C.F.S. No. 231861*
Type TK 85 100% 65 Amp. 650 rev/min
 No. of Circulating Pumps *1* Diar. *100* Stroke *85*
 Type of *plunger*
 Diar. of *2"* Suction from Sea
 Has each Pump a Bilge Suction with Non-return Valve? *yes* Diar.
 What other Pumps can circulate *through Motor* *Ballast and Bilge pumps*
 No. of Feed Pumps on Main Engine Diar. Stroke
 Are Spring-loaded Relief Valves fitted to each Pump?
 Can one Pump be overhauled while the others are at work?
 No. of Independent Feed Pumps Diar. Stroke
 What other Pumps can feed the Boilers?
 No. of Bilge Pumps on Main Engine *1* Diar. *100mm* Stroke *100mm*
 Can one Pump be overhauled while the others are at work? *yes*
 No. of Independent Bilge Pumps *1*
 What other Pumps can draw from the Bilges? *Ballast pump.*
 Are all Bilge Suctions fitted with Roses? *yes*
 Are the Valves, &c., so arranged as to prevent unintentional connection between Sea and Bilges? *yes*
 Are all Sea Connections made with Valves or Cocks next the Ship's sides? *yes (cocks)*
 Are they placed so as to be easily accessible? *yes*
 Are the Discharge Chests placed above or below the Deep Load Line? *above Deep. L.L.*
 Are they fitted direct to the Hull Plating and easily accessible? *yes*
 Are all Blow-off Cocks or Valves fitted with Spigots through the Hull Plating and Covering Plates or Flanges
 on the Outside? *—*

ETCH OF PROPELLER SHAFTS



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Are the Water Gauges fitted direct to the Boiler Shells or mounted on Pillars?

Are the Water Gauge Pillars fitted direct to the Boiler Shells or connected by Pipes?

Are these Pipes connected to Boilers by Cocks or Valves?

Are Blow-off Cocks or Valves fitted on Boiler Shells?

No. of Strakes of Shell Plating in each Boiler

„ Plates in each Strake

Thickness of Shell Plates Approved

„ „ in Boilers

Are the Rivets Iron or Steel?

Are the Longitudinal Seams Butt or Lap Joints?

Are the Butt Straps Single or Double?

Are the Double Butt Straps of equal width?

Thickness of outside Butt Straps

„ inside „

Are Longitudinal Seams Hand or Machine Riveted?

Are they Single, Double, or Treble Riveted?

No. of Rivets in a Pitch

Diam. of Rivet Holes Pitch

No. of Rows of Rivets in Centre Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes Pitch

No. of Rows of Rivets in Front End Circumferential Seams

Are these Seams Hand or Machine riveted?

Diam. of Rivet Holes Pitch

No. of Rows of Rivets in Back End Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diam. of Rivet Holes Pitch

Size of Manholes in Shell

Dimensions of Compensating Rings



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Thickness of End Plates in Steam Space Approved

" " " " " in Boilers

Pitch of Steam Space Stays

Diar. " " " " Approved Threads per Inch

" " " " " in Boilers "

Material of " " "

How are Stays Secured?

Diar. and Thickness of Loose Washers on End Plates

" " Riveted " " "

Width " " Doubling Strips " "

Thickness of Middle Back End Plates Approved

" " " " " in Boilers

Thickness of Doublings in Wide Spaces between Fireboxes

Pitch of Stays at " " " "

Diar. of Stays Approved Threads per Inch

" " in Boilers "

Material "

Are Stays fitted with Nuts outside?

Thickness of Back End Plates at Bottom Approved

" " " " " in Boiler

Pitch of Stays at Wide Spaces between Fireboxes

Thickness of Doublings in " "

Thickness of Front End Plates at Bottom Approved

" " " " " in Boilers

No. of Longitudinal Stays in Spaces between Furnaces



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Diar. of Stays Approved Threads per Inch

" " in Boilers

Material "

Thickness of Front Tube Plates Approved

" " " " in Boilers

Pitch of Stay Tubes at Spaces between Stacks of Tubes

Thickness of Doublings in " " "

" Stay Tubes at " " "

Are Stay Tubes fitted with Nuts at Front End?

Thickness of Back Tube Plates Approved

" " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

" Plain "

Thickness of Stay Tubes

" Plain "

External Diar. of Tubes

Material "

Thickness of Furnace Plates Approved

" " " in Boilers

Smallest outside Diar. of Furnaces

Length between Tube Plates

Width of Combustion Chambers (Front to Back

Thickness of " " Tops Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Tops

Threads per Inch

Diar. of Stays Approved

" " in Boilers

Material "

Thickness of Combustion Chamber Plates Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Tops

Thickness of Doublings in " " "

" Stay Tubes at " " "

Are Stay Tubes fitted with Nuts at Front End?

Thickness of Back Tube Plates Approved

" " " in Boilers

Pitch of Stay Tubes in Back Tube Plates

" Plain "

Thickness of Stay Tubes

" Plain "

External Diar. of Tubes

Material "

Thickness of Furnace Plates Approved

" " " in Boilers

Smallest outside Diar. of Furnaces

Length between Tube Plates

Width of Combustion Chambers (Front to Back

Thickness of " " Tops Approved

" " " " in Boilers

Pitch of Screwed Stays in C.C. Tops



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Diar. of Screwed Stays Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Sides Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Sides

Diar. " " Approved Threads per Inch

" " " in Boilers

Material " "

Thickness of Combustion Chamber Backs Approved

" " " " in Boilers

Pitch of Screwed Stays in C.O. Backs

Diar. " " Approved Threads per Inch

" " " in Boilers

Material " "

Are all Screwed Stays fitted with Nuts inside C.C.?

Thickness of Combustion Chamber Bottoms

No. of Girders over each Wing Chamber

" " " Centre "

Depth and Thickness of Girders

Material of Girders

No. of Stays in each

No. of Tubes, each Boiler

Size of Lower Manholes



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VERTICAL DONKEY BOILERS

No. of Boilers	Type	
Greatest Int. Diar.	Height	
Height of Boiler Crown above Fire Grate		
Are Boiler Crowns Flat or Dished?		
Internal Radius of Dished Ends	Thickness of Plates	
Description of Seams in Boiler Crowns		
Diar. of Rivet Holes	Pitch	Width of Overlap
Height of Firebox Crowns above Fire Grate		
Are Firebox Crowns Flat or Dished?		
External Radius of Dished Crowns	Thickness of Plates	
No. of Crown Stays	Diar.	Material
External Diar. of Firebox at Top	Bottom	Thickness of Plates
No. of Water Tubes	Ext. Diar.	Thickness
Material of Water Tubes		
Size of Manhole in Shell		
Dimensions of Compensating Ring		
Heating Surface, each Boiler	Grate Surface	

SUPERHEATERS

Description of Superheaters

Where situated?

Which Boilers are connected to Superheaters?

Can Superheaters be shut off while Boilers are working?

No. of Safety Valves on each Superheater

Diar.

Are " " fitted with Easing Gear?

Date of Hydraulic Test

Test Pressure

Date when Safety Valves set

Pressure on Valves

NOTATION: PRESSURE IN POUNDS PER SQUARE INCH

LIST OF MECHANICAL TESTS

Liners	10
Cylinders	6
Cylinder Covers	10
Lubrication Oil Coolers	10
Cooling Water Pump	6
Bilge Pump	6
Exhaust Pipes	6
Air Compressor	10
Fuel Oil Pump	500



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MAIN PRESSURE PIPES

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

Airpiping of seamless steel
see approved plan N° 510
approved 11-1-39.

12-2-39.
60 atm.

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

No. of Lengths

Material

Brazed, Welded or Seamless

Internal Diam.

Thickness

How are Flanges secured?

Date of Hydraulic Test

Test Pressure

DESCRIPTION OF OIL FUEL INSTALLATION

see approved plan N° 510
11-1-39.

LIST OF HYDRAULIC TESTS

Main Motor	Liners	80 at
	Cylinders	6 "
	Cylinder Covers	10 "
	Lubrication Oil Coolers	10 "
	Cooling Water Pump	6 "
	Bilge Pump	6 "
	Exhaust Pipes	6 "
Air Compressor	10 "	
Fuel Oil Pump	500 "	

Air Receivers No. 473 and 474 Test Pressure 48.5 at Cent. 126822 D

Stemtube 3 atm. 12-12-39.
Daily Sump Tank 15 lbs



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DESCRIPTION OF EVAPORATORS

No.	Type	Tons per Day
Makers		
Working Pressure	Test Pressure	Date of Test
Date of Test of Safety Valves under Steam		

FEED WATER HEATERS

No.	Type	
Makers		
Working Pressure	Test Pressure	Date of Test

FEED WATER FILTERS

No.	Type	Size
Makers		
Working Pressure	Test Pressure	Date of Test

STEERING ENGINE

No.	Type	Size	Date of Test
Makers			

WINDLASS

No.	1.	Type	C.F. 13 B.	Size	for 18	Date of Test	3-3-39
Makers	Th. B. Thrigg Odense, driven by electric motor.						
D.C. Motor N ^o 231864, Type C.F. 13 B.							
110 V., 132 Amp. 850 rev/min							

LIST OF AUXILIARY MACHINERY

- 1) Aux. motor: Deutz 25 P.K. Type OMZ 117. N^o 546216-17 coupled with Compound dynamo. Th. B. Thrigg, Odense, type C.F. 17 N^o 231862. 16 K.W., 110 V. 750 rev/min. Direct current.
- 2) Aux. motor Deutz 25 P.K. Type OMZ 117. N^o 546214-15 coupled with Compound dynamo. Th. B. Thrigg, Odense, Type C.F. 17. N^o 231863, 16 K.W., 110 V. 750 rev/min. Direct current.
- 3) Air compressor Type TK 85, Duvendyken Overbeck, driven by elect. motor Th. B. Thrigg Odense. Type C.F. 15 N^o 231861, 110 V., 66 Amp. 650 rev/min.
- 4) Ballast pump. K.N.M. Helmond. centrifugal Type L7-3M. N^o 20803, cap. 1 M³/min., 1800 rev/min, 4⁵ P.K. driven by electric motor Th. B. Thrigg Odense, Type K1. N^o 806818, 110 V., 48 Amp.
- 5) Bilge pump; K.N.M. Helmond. centrifugal, Type L7-2M. N^o 20207, cap. 0.5 M³/min., 2000 rev/min, 2⁵ P.K. driven by electric motor Th. B. Thrigg, Odense, Type K5, N^o 806188 110 V., 25⁵ Amp.
- 6) Dynamo, belt driven by Main motor; Heemaf, Hengelo type G.M. 20 N^o 20787, 24/36 V. - 55 Amp. 1000/1200 rev/min.
- 7) Busc Lubric. Oil pump, belt driven by Main motor Type. v. Wijk & Boerema.
8. Motor-generator. Motor Th. B. Thrigg, type K6 N^o 801687, 110 V. 16⁵ Amp. 1200 rev/min, generator Th. B. Thrigg, type K6 N^o 801686 1 K.W., 26/32 V. - 38⁵/31⁵ Amp. 1200 rev/min.

SPARE GEAR

No. of Top End Bolts	No. of Bot. End Bolts	No. of Cylinder Cover Studs
" Coupling Bolts	" Main Bearing Bolts	" Valve Chest "
" Junk Ring Bolts	" Feed Pump Valves	" Bilge Pump Valves
" H.P. Piston Rings	" I.P. Piston Rings	" L.P. Piston Rings
" " Springs	" " Springs	" " Springs
" Safety Valve "	" Fire Bars	" Feed Check Valves
" Piston Rods	" Connecting Rods	" Valve Spindles
" Air Pump Rods	" Air Pump Buckets	" Air Pump Valves
" Cir. "	" Cir. "	" Cir. "
" Crank Shafts	" Crank Pin Bushes	" Crosshead Bushes
" Propeller Shafts	" Propellers	" Propeller Blades
" Boiler Tubes	" Condenser Tubes	" Condenser Ferrules

OTHER ARTICLES OF SPARE GEAR:—

*Spare gear, as per list of the Dutch
Shipping Authorities.
A spare crank pin bearing for
No 1 crankpin has been delivered on
board, as recommended by the Surveyor
at Köln*

DETAILS OF FIRE EXTINGUISHING APPARATUS

*In Engine room
2 Knock Outs.
On deck, deck wash pipeline.*



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ELECTRIC INSTALLATION

Installation Fitted by *Tech. Off. Echels, Hoogerland.*

Makers of Dynamos *J. B. Fritz Odense 1x16 KW. 1x1 KW. Heemaf/Hugels 1x2 KW.*

Description of Dynamos *① 1x16 KW. } Compound. ③ 1x1 KW. } Shunt. ② 1x16 KW. } ④ 1x2 KW. }*

No. of Dynamos *①+② 750 ③ 145 ④ 110 ⑤ 16*

Revs *1000/1000 Amps. 55 Volts 24/36 Total Capacity 2 KW.*

Current, Alternating or Continuous *Direct Current* System of Wiring *2 pole*

Position of Dynamos *in Engine Room*

Makers of Prime Movers *Dents (see page 29).*

Description of Prime Movers *Wente Type DMZ117, 25 PK. 750 rev/min.*

Position of Main Switch Board *in Engineer's room, Centre of fore. Bulkhead*

No. of Circuits to which Switches are provided on Main Switch Board *110V. Switchb. 12. 24/36V Switchb. 7.*

Particulars of these Circuits

Circuit	Number of Lights	Number of Motors	Number of Heaters	Current Required, Amps.	Size of Cable	Rated Maximum Capacity	Insulation Covering	Resistance per Mile Insulation
1. Winch	-	1	-	128	70 ^{mm}	130	Rubber	110 VOLT.
2. "	-	1	-	128	"	"	"	
3. "	-	1	-	128	"	"	"	
4. "	-	1	-	128	"	"	"	
5. Windlass	-	1	-	128	"	"	"	
6. Ball. pumps	-	1	-	48	16 ^{mm}	53	"	
7. Compa.	-	1	-	64	25	64	"	
8. Bilge pump	-	1	-	24	6	31	"	24/36 VOLT.
9. Motor-Generator	-	1	-	18	4	24	"	
10, 11 and 12 Cargo Light	each 5	-	-	2	1/2	8	"	
1. Eng. R. Lighting	6	-	-	5	2 1/2	15	"	
2. " " " 5 small plugs	6	-	-	5	2 1/2	15	"	
3. Cabins fore.	6	-	-	6	2 1/2	15	"	
4. Cabins amid.	9 + plug	-	-	15	4	24	"	
5. Navigation	5	-	-	8	2 1/2	15	"	
6. Wheelhouse	5	-	-	4	2 1/2	15	"	
7. Aft Cabin	3	-	-	3	2 1/2	15	"	
Total	12	-	-	-	-	-	-	-

POSITIONS OF AUXILIARY SWITCH BOARDS

- 1 In accommodation amidships
- 2 In wheelhouse for navigation lights
- 3 In crewspace forward

No. of Switches
on each

3

5

3

Are Cut-outs fitted as follows (to both Conductors of Two-Conductor Systems) :—

On Main Switch Board to Cables of each Main Circuit?

On Auxiliary Switch Boards to Cables of each Aux. Circuit?

Wherever a Cable is reduced in size?

To each Lamp Circuit?

Are all Cut-outs and Switches easily accessible?

Are Fuses of standard sizes?

Smallest Conductor used

 $1\frac{1}{2} \text{ mm}^2$

Largest single wire Conductor used

 10 mm^2

Nature of Insulation and Protective Covering of Cables in Engine and Boiler Spaces

Rubber lead covered and armoured

" " " in Saloons, State Rooms, &c.

" " " Insulated spaces

" " " Exposed to Heat or Damp

Rubber lead covered

Nature of Insulation, &c., passing through Bunkers and Cargo Spaces

" " " " " Deck Beams and Bulkheads

Are all Joints in Cables efficiently made, effectively Insulated
and readily accessibleHave Special Requirements for Ships carrying Low Flash Oil
been complied withHas it been ascertained by actual Tests that Compasses are not
injuriously affected

What is the Insulation Resistance over the whole System?

Have the Governing Trials proved satisfactory?

Date of Trial of complete Installation

Duration of Trial

Rubber lead covered and armoured
fitted on cable runners and
protected by steel plates

crew lockers

Yes

Yes

Yes

1.2 meg. Ohms

Yes

3 March 1939

6 hours



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GENERAL CONSTRUCTION

Have the Machinery and Boilers been constructed in accordance with the requirements of the Rules and the

Approved Plans? *yes (for main motor) if not, give details.*

With one exception

Are the Materials used in the Construction of Engines and Boilers, so far as could be seen, sound and

trustworthy? *yes (for main motor)*

Is the Workmanship throughout thoroughly satisfactory? *yes (for main motor)*

Yes. for installation

The above correctly describes the Machinery of the S.S. 837, van Diepen, Waterhuizen

as ascertained by *me* from personal examination

M. A. H.

W. B. Scheelings.

Surveyor to the British Corporation Register
of Shipping and Aircraft.

It is submitted that this Report be approved,

H. J. King
Chief Surveyor.

13 DEC 1939

Approved by the Committee for the Class of M.B.S.* on the *3rd May 1939*

M. A. Cusley
Secretary.

The first crank pin is 0.35 mm smaller than the designed diameter. According to the letter of B.C. Glasgow, of December 19, 1938, this shaft is accepted. A peculiar spare crank pin bearing will be delivered.



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The first record of this is 1877 when
 recorded from the shipping documents
 forwarded to the Bank of St. Louis
 the amount of 100,000 francs was
 reported. A further report was
 forwarded to the Bank of St. Louis

10/10/1877

The above document was forwarded to the Bank of St. Louis on 10/10/1877

as authorized by the Board of Directors

W. B. Schuchman

W. B. Schuchman

Manager of the Bank of St. Louis
 at St. Louis, Mo.

To be returned to the Bank of St. Louis

W. B. Schuchman

10/10/1877

13 DEC 1877

15 May 1877

Approved by the Committee on the 15th of May 1877

W. B. Schuchman



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