

No. 2688

THE BRITISH CORPORATION REGISTER
OF SHIPPING AND AIRCRAFT

2832

Report No. 35 No. in Register Book 4428

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

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

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

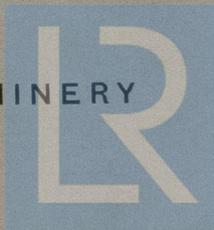
Makers of Main Boilers.....

Works No.....

Makers of Donkey Boiler.....

Works No.....

MACHINERY



© 2021

Lloyds Register
Foundation

010428-01043a-0133½



No. 2688

THE BRITISH CORPORATION REGISTER
OF SHIPPING AND AIRCRAFT

Report No. No. in Register Book 4428

Ship Nº 837 VAN DIEPEN. DOLLARD.

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

Works No. 543.864-71
COM. Nº 684807.

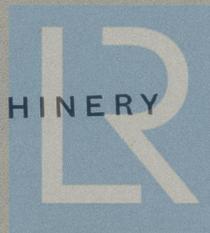
Makers of Main Boilers

Works No.

Makers of Donkey Boiler

Works No.

MACHINERY



© 2021

Lloyd's Register
Foundation

010428-010439 - 0133 ²/₂

THE BRITISH CORPORATION REGISTER
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} Screw

Official No.

Port of Registry

Registered Owners

J. Dekker.

Groningen

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

at Köln 13.12.38.

at Groningen 11-1-39

Last Visit

6.1.39.

3-3-39.

Total Visits

6.



© 2021

Lloyd's Register
Foundation

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 lb/cm²

lbs. Vacuum=

Max. Initial Pressure= *± 48/50 lb/cm²*

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

© 2021

Lloyd's Register
Foundation

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 *6.8 kg/cm²* B.H.P. *400* Revs. *300*Flywheel: Diar. *1250 mm* Weight *2600 kg* All letter *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*

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 Deutz 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 *1847 mm* 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* Stroke *1.) 100 mm*
2.) 40/110 *2.) 85 mm*

W.P. *1.) 30 kg/cm²* Driven by *1.) by main motor*
2.) 30 kg/cm² *2.) by electr. Motor*

„ „ Holding Down Bolts *10* No. of Metal Chocks *10*
OF AUX. ENGINES.

REMARKS

ELECTRIC PROPULSION GENERATORS AND MOTORS

Description of Generators

Makers of Generators *Nickerson-Humphreys - Deutz*

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



© 2021

Lloyd's Register
Foundation

SHAFTING

Are Crankshafts built or solid *solid* No. of lengths in each - Angle of Cranks *90°*
 Diar. of Shafts (Rule) (Actual) *190 mm* In way of Webs *190 mm* Diar. of Crank Pins *170 mm*
 Span between Webs *165 mm* Width of Webs *325 mm* Thickness of Webs *70 mm*
 Diar. of Dowel in Crank Webs - Length and No. - Type -
 No. of Bolts each Coupling *6* Diar. at Mid Length *40 mm* Diar. of Pitch Circle *350 mm*
 Greatest Distance from Edge of Main Bearing to Crank Web *115 mm*
 Diar. of Turbine Shafts (Rule) - (Actual) - No. and length of Bearings -
 " " Gearing " " " " " " -
 Type of Thrust Block *Michel* No. of Rings *1*
 Diar. of Thrust Shafts at bottom of Collars *160 mm* No. of Collars *1*
 " " Forward Coupling - At Aft Coupling -
 Diar. of Intermediate Shafting (Rule) (Actual) *190* No. of Lengths *1* } *total*
 " " " " " " *145* " " " " " " *4* } *5*
 No. of Bolts, each Coupling *8* Diar. at Mid Length *32 mm* Diar. of Pitch Circle *300 mm*
 Diar. of Propeller Shafts (Rule) (Actual) *140/145* At Coupling *132 mm*
 Are Propeller Shafts fitted with Continuous Brass Liners? *no* Diar. over Liners -
 Length of After Bearings *5/6"* Of what Material is After Bearing made? *white metal*
 Are Means provided for Oil Lubrication of After Bearing? *yes*
 What means are adopted to prevent Sea Water entering Stern Tubes? *Rubber ring.*

LIST OF MARKS STAMPED ON SHAFTS

Crank Shaft: Charge 02237 P.681 *G.L.L. BC* 8.38.
 Thrust Shaft: CH. 45255 P.401 *G.L.L. BC* 11.38.
 Interm. Shaft: CH. 02785 P.825 *G.L.L. BC* 12.38.
 Interm Shaft: N^o 1 B.C. TEST N^o 4366 *Ⓟ* 23-1-39
 N^o 2 " " " " " "
 N^o 3 " " " " " "
 N^o 4 " " " " " "
 4 Couplings
 4 " B.C. TEST N^o 4361 *Ⓟ* 4-1-39.
 Tailshaft B.C. TEST N^o 4360 *Ⓟ* 4-1-39.

SKETCH OF CRANK SHAFTS

See approved plan N^o 212480 B.

Approved 4-10-1938.

(See remark G.L. B.C. Surveyor at
 Köln. pag 39).



© 2021

Lloyd's Register
Foundation

STRAIGHT PUMPS, &c.

No. of Air Pumps **2.7** *Hand compression* A.M.M. **60/145** M.M. **100**
 Diar. **B 40/110** Stroke **mm 85**

Worked by Main or Independent Engines? **A by Main motor and**
B aux. Compressor driven by electric motor *Type TK 85* *Ship's Alarm Type CF 15. N° 23/861*
110% 65 Amp. 650 rev/min
Cap. 28 1/2 hours

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** *through Condenser?*

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. **100 mm** Stroke **100 mm**

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



© 2021

Lloyd's Register
Foundation

BOILERS

Works No.

No. of Boilers

Type

Single or Double-ended

No. of Furnaces in each

Type of Furnaces

Date when Plan approved

Approved Working Pressure

Hydraulic Test Pressure

Date of Hydraulic Test

„ when Safety Valves set

Pressure at which Valves were set

Date of Accumulation Test

Maximum Pressure under Accumulation Test

System of Draught and Fuel

Can Boilers be worked separately?

Makers of Plates

„ Stay Bars

„ Rivets

„ Furnaces

Greatest Internal Diam. of Boilers

„ „ Length „

Square Feet of Heating Surface each Boiler

„ „ Grate „ „

No. of Safety Valves each Boiler

Rule Diam.

Actual

Are the Safety Valves fitted with Easing Gear?

No. of Pressure Gauges, each Boiler

No. of Water Gauges

„ Test Cocks

„

„ Salinometer Cocks

Are the Water Gauges fitted direct to the boiler shells or mounted on (Pipes)

Are the Water Gauges fitted direct to the boiler shells or connected by (Pipes)

Are there (Pipes connected to Boilers by (Cocks or Valves)

Are there (Cocks or Valves fitted on boiler shells)

No. of Cocks or (Pipes) fitted to each boiler

Pipes in each boiler

Pipes of shell (Pipes & covers)

„ „ „ „

Are the (Pipes) (of shell)

Are the (Pipes) (of shell) (of shell)

Are the (Pipes) (of shell) (of shell)

Are the (Pipes) (of shell) (of shell)

Thickness of (shell) (of shell)

„ „

Are (Pipes) (of shell) (of shell)

Are (Pipes) (of shell) (of shell)

No. of (Pipes) (of shell)

Diam. of (Pipes) (of shell)

No. of (Pipes) (of shell)

Are (Pipes) (of shell) (of shell)

Diam. of (Pipes) (of shell)

No. of (Pipes) (of shell)

Are (Pipes) (of shell) (of shell)

Diam. of (Pipes) (of shell)

No. of (Pipes) (of shell)

Are (Pipes) (of shell) (of shell)



© 2021

Lloyd's Register
Foundation

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

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Centre Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Front End Circumferential Seams

Are these Seams Hand or Machine riveted?

Diar. of Rivet Holes Pitch

No. of Rows of Rivets in Back End Circumferential Seams

Are these Seams Hand or Machine Riveted?

Diar. of Rivet Holes Pitch

Size of Manholes in Shell

Dimensions of Compensating Rings



© 2021

Lloyd's Register
Foundation

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



© 2021

Lloyd's Register
Foundation

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



© 2021

Lloyd's Register
Foundation

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



© 2021

Lloyd's Register Foundation

MAIN PRESSURE PIPES

No. of Lengths	Airpiping of seamless steel		
Material	see approved plan N ^o 510		
Brazed, Welded or Seamless	approved 11-1-39.		
Internal Diar.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test	17-2-39.		
Test Pressure	60 atm.		

No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diar.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			

No. of Lengths			
Material			
Brazed, Welded or Seamless			
Internal Diar.			
Thickness			
How are Flanges secured?			
Date of Hydraulic Test			
Test Pressure			

DESCRIPTION OF OIL FUEL INSTALLATION

see approved plan N^o 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 48.5at Cent. 126822 D

Stemtube 3 atm.
Daily Suff Tank 15 lbs
28-12-39.



Lloyd's Register
Foundation

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.	Type	Size	Date of Test
1.	C.F. 13 B.	for 18	3-3-39
Makers	Th. B. Thrige Odense, driven by electric motor.		
	D.C. Motor No 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 DMZ 117, No 546216-17 coupled with Compound dynamo. Th. B. Thrige, Odense, type C.F. 17 No 231862. 16 K.W., 110 V. 750 rev/min. Direct current.
- 2) Aux. motor Deutz 25 P.K. Type DMZ 117, No 546214-15 coupled with Compound dynamo. Th. B. Thrige, Odense, Type C.F. 17. No 231863, 16 K.W., 110 V. 750 rev/min. Direct current.
- 3) Air compressor Type TK 85, Duvendyken Overbeek, driven by elect. motor Th. B. Thrige Odense. Type C.F. 15 No. 231861, 110 V., 66 Amp. 650 rev/min.
- 4) Ballast pump. K.N.M. Helmond. centrifugal Type L7-3M. No 20803, cap. 14¹/₂ min., 1200 rev/min, 4⁵/₈ PK. driven by electric motor Th. B. Thrige Odense, Type K1. No 806818, 110 V., 48 Amp.
- 5) Bilge pump; K.N.M. Helmond. centrifugal, Type L7-2M. No 20207, cap. 0.5 M³/min., 2000 rev/min, 2⁵/₈ PK. driven by electric motor Th. B. Thrige, Odense, Type K5, No 806188 110 V., 25⁵/₈ Amp.
- 6) Dynamo, belt driven by Main motor; Heemaf, Hengelo Type C.M. 20 No 20787, 24/36 V - 55 Amp. 1000/1200 rev/min.
- 7) Bush Lubric. Oil pump, belt driven by Main motor Type. v. Wijk & Boerema.
- 8) Motor-generator. Motor Th. B. Thrige, Type K6 No 801687, 110 V. 16⁵/₈ Amp. 1200 rev/min, generator Th. B. Thrige, Type K6 No 801686 1 KW, 26/32 V. - 33⁵/₈ / 31⁵/₈ 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.



© 2021

Lloyd's Register
Foundation

ELECTRIC INSTALLATION

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

Makers of Dynamos *J. B. Frige Odense 1x16KW. 1x16KW. Heemaf/Hugels 1x2 KW.*

Description of Dynamos *① 1x16KW. } Compound. ③ 1x1KW } Shunt.
② 1x16KW. } ④ 1x2KW }*

No. of Dynamos *①+② 750 145 110 16*

No. of Dynamos *③ 55 55 Volts 24/36 Total Capacity 2 Kw.
④ 1200 387 31F 26/22*

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 *Went Type DMZ117, 25 PK. 750 rev/min.*

Position of Main Switch Board *in Engineer 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. watch	-	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 pumps	-	1	-	24	6 "	31	"	
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	"	24/36 VOLT
2 " " "	5 small plugs	-	-	5	2 1/2 "	15	"	
3 Cabins fore.	6 " "	-	-	6	2 1/2 "	15	"	
4 Cabins amid.	9+plugs	-	-	15	4 "	24	"	
5 Forward	5	-	-	8	2 1/2 "	15	"	
6 Weather	5	-	-	4	2 1/2 "	15	"	
7 Aft Cabins	3	-	-	3	2 1/2 "	15	"	
Total	12							

POSITIONS OF AUXILIARY SWITCH BOARDS

No. of Switches
on each

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

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 bushes

Yes

Yes

Yes

1.3 m Ω . Ohm

Yes.

3 March 1939

6 hours.



© 2021

Lloyd's Register
Foundation

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. M.

W. P. Scheelings.

Surveyor to the British Corporation Register
of Shipping and Aircraft.

It is submitted that this Report be approved,

Joseph King
Chief Surveyor.

13 DEC 1939

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

M. A. M.
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.



© 2021

Lloyd's Register
Foundation

*The first record of the ...
... than the ...
... to the ...
...
...
...*

112 ... van Dieren ...

W. ...

13 DEC 1939

May 1939

W. ...



© 2021

Lloyd's Register
Foundation



© 2021

Lloyd's Register
Foundation



© 2021

Lloyd's Register
Foundation



© 2021

Lloyd's Register
Foundation



© 2021

Lloyd's Register
Foundation



© 2021

Lloyd's Register
Foundation



© 2021

Lloyd's Register
Foundation