

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 22 OCT 1945

of writing Report 17th March 1940 When handed in at Local Office 10 Port of Amsterdam
 in Survey held at Amsterdam Date, First Survey 17 April 1939 Last Survey 29 February 1940
 7. Book. 280 on the 51/5 STAD ALKMAAR
 (Number of Visits 53)
 Tons { Gross 5750
 Net 1040
 When built 1940
 Engines made at Amsterdam By whom made N.T. Merkspon Engine No. when made 1940
 Silers made at Amsterdam By whom made N.T. Merkspon Boiler No. 2070/100 when made 1940
 Registered Horse Power IHP 2700 Owners Blalijon Lijn N.T. Port belonging to Rotterdam
 m. Horse Power as per Rule 510 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 ade for which Vessel is intended Ocean Trade

GINES, &c.—Description of Engines Triple expansion for ocean going service Revs. per minute 74
 a. of Cylinders 670X1100X1850mm Length of Stroke 1110mm No. of Cylinders 3 No. of Cranks 3
 ank shaft, dia. of journals as per Rule approved Crank pin dia. 380mm Crank webs Mid. length breadth 720 Thickness parallel to axis 240
 as fitted 380mm Mid. length thickness 240 shrunk Thickness around eye-hole 167.5
 Intermediate Shafts, diameter as per Rule approved Thrust shaft, diameter at collars as per Rule approved
 as fitted 360mm as fitted 380mm
 be Shafts, diameter as per Rule approved Screw Shaft, diameter as per Rule approved
 as fitted 402mm Is the { tube } shaft fitted with a continuous liner { yes
 as fitted 402mm { screw }
 onze Liners, thickness in way of bushes as per Rule approved Thickness between bushes as per Rule approved
 as fitted 28mm as fitted 15mm Is the after end of the liner made watertight in the
 peller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 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
 ft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1615mm
 opeller, dia. 5700mm Pitch 5050 4360 6000 No. of Blades 4 Material bronze whether Moveable no Total Developed Surface 118.4 sq. feet
 ed Pumps worked from the Main Engines, No. 2 Diameter 110mm Stroke 650mm Can one be overhauled while the other is at work yes
 lge Pumps worked from the Main Engines, No. 2 Diameter 110mm Stroke 650mm Can one be overhauled while the other is at work yes
 ed { No. and size 2 Weir's 8"X10 1/2"X22" Pumps connected to the { No. and size 2 - 12"X10"X12"
 amps { How driven steam driven Main Bilge Line { How driven steam driven
 allast Pumps, No. and size 2 - 12"X10"X12" Lubricating Oil Pumps, including Spare Pump, No. and size
 re two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 lge Pumps;—In Engine and Boiler Room
 Holds, &c.

ain Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 re the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
 re all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 re they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 re they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 That Pipes pass through the bunkers How are they protected
 That pipes pass through the deep tanks Have they been tested as per Rule
 re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 re 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
 mpartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

AIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 7100
 s Forced Draft fitted yes No. and Description of Boilers 3 single ended Working Pressure 14kg
 S A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 S A DONKEY BOILER FITTED? no If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting E 5.4.39 Main Boilers 1-5-39 Auxiliary Boilers Donkey Boilers
 (If not state date of approval) E 27.1.39 24.3.39
 Superheaters 20.2.1940 General Pumping Arrangements Oil fuel Burning Piping Arrangements
 SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

W290-0023

Dates of Survey while building
During progress of work in shops - - - 1939 March 27, April 4-5-10, May 1-30-31, June 5-15-23-30, July 3-5-7-19-20-21-26, Aug. 8-25, Sep. 4-13-25, 19, Oct. 3-12-18-20-25-30, Nov. 1-7-8-16-20-21, Dec. 8-12-14-21-1940 Jan. 4-9-16-24-31, Feb. 6-4-1940
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders 8-12-39, 19-11-39, 4-1-40, 24-1-40 Slides 1-10-39, 16-1-40 Covers 16-1-39, 24-1-40
Pistons 16-1-40, 31-1-40 Piston Rods 16-1-39, 31-1-40 Connecting rods 16-11-39, 24-1-40, 31-1-40
Crank shaft 29-9-39, 20-11-39, 21-1-40 Thrust shaft 18-9-39, 21-11-39, 24-1-40 Intermediate shafts 18-9-39, 21-11-39, 24-1-40
Tube shaft ✓ Screw shaft 13-9-39, 21-11-39, 24-1-40 Propeller
Stern tube 8-8-39 Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material S M Identification Mark as per list Thrust shaft material S M Identification Mark as per list
Intermediate shafts, material S M Identification Marks as per list Tube shaft, material — Identification Mark ✓
Screw shaft, material S M Identification Mark as per list Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no If so, have the requirements of the Rules been complied with ✓
Is this machinery duplicate of a previous case no If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)
The engine has been made under special survey in accordance with the approved plans, Society's rules and Secretary's letters. Material duly tested, workmanship throughout good.

The engine has been shipped to Schistom and will be fitted aboard Messrs. Wilton. Tyenond Yard no. 669

Certificate 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 ... £ 72 = :
Special ... £ 965 = :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 68,50 :
When applied for, 19...
When received, 19...

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned See minute on file.

FRI. 11 JAN 1946