

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAR 28 1940

Writing Report 17 March 1940 When handed in at Local Office 19 Port of Amsterdam
 Survey held at Amsterdam Date, First Survey 27 April 1939 Last Survey 29 February 1940
 Book. 5/5 STAD ALKMAAR (Number of Visits 53) Tons { Gross 5750
 Net 5750
 Built at Rotterdam By whom built N.V. Wilton Eisenwerk Schiphol Yard No. 669 When built 1940
 Engines made at Amsterdam By whom made N.V. Werkspoor Engine No. When made 1940
 Boilers made at Amsterdam By whom made N.V. Werkspoor Boiler No. 2079/80 When made 1940
 Registered Horse Power 2700 Owners Halcyon Lijn. N.V. Port belonging to Rotterdam
 Horse Power as per Rule 510 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Service for which Vessel is intended Ocean Trade

ENGINES, &c. — Description of Engines Triple expansion for Ocean going service Revs. per minute 74
 No. of Cylinders 670x1100x1050mm Length of Stroke 1220mm No. of Cylinders 31 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule approved Crank pin dia. 380mm Crank webs Mid. length breadth 720 Thickness parallel to axis 285-240
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
 Propeller Shafts, diameter as per Rule approved Screw Shaft, diameter as per Rule approved Is the tube shaft fitted with a continuous liner yes
as fitted as fitted 402mm screw
 Liner Liners, thickness in way of bushes as per Rule approved Thickness between bushes as per Rule approved Is the after end of the liner made watertight in the
as fitted 20mm as fitted 15mm
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 Does the liner do 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
 Are the liners 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
no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1615mm
 Propeller, dia. 5700mm Pitch 2060 Boss No. of Blades 4 Material Brass whether Malleable no Total Developed Surface 110.4 sq. feet
 Main Pumps worked from the Main Engines, No. 2 Diameter 110mm Stroke 650mm Can one be overhauled while the other is at work yes
 Auxiliary Pumps worked from the Main Engines, No. 2 Diameter 110mm Stroke 650mm Can one be overhauled while the other is at work yes
 Pumps connected to the Main Bilge Line { No. and size 2 = 12" x 10" x 12" How driven Steam driven
 Last Pumps, No. and size 2 = 12" x 10" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size
 Are there two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps; — In Engine and Boiler Room In Holds, &c.
 Pump Room

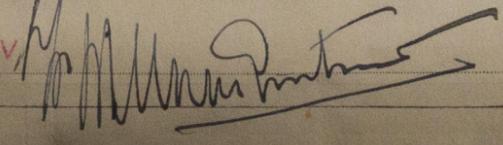
Water Circulating Pump Direct Bilge Suctions, No. and size **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are 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
 Are 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
 Are the pipes pass through the bunkers How are they protected
 Are the 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
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

IN BOILERS, &c. — (Letter for record S) Total Heating Surface of Boilers 7200sq 7233
 Forced Draft fitted yes No. and Description of Boilers 3 Single ended Working Pressure 14 kg. = 199 lb.
A REPORT ON MAIN BOILERS NOW FORWARDED? yes
A DONKEY BOILER FITTED? no If so, is a report now forwarded?
 Is the donkey boiler intended to be used for domestic purposes only
PLANS. Are approved plans forwarded herewith for Shafting E 5-4-39 Main Boilers 1-5-39 Auxiliary Boilers Donkey Boilers
F 27-2-39 (If not state date of approval)
 Superheaters 20-2-40 General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

Is the spare gear required by the Rules been supplied
 Is the principal additional spare gear supplied

The foregoing is a correct description.

WILTON N.V. 

Manufacturer.



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 Foundation

W290-0026

1939. March 27. April 4. 5. 18. May 1. 30. 31. June 5. 15. 23. 30. July 3. 5. 17. 19. 20. 21. 26. Aug. 9. 26. Sept. 23. 25. 29. Oct. 3. 12. 18. 20. 25. 30. Nov. 7. 9. 16. 20. 21. Dec. 12. 14. 29. Jan. 4. 9. 16. 24. 31. Feb. 6. 9. 13. 19.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders 8-12-39, 19-12-39, 24-1-40 Slides 1-10-39; 16-1-40 Covers 16-1-40; 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 10-9-39; 21-11-39; 24-1-40 Intermediate shafts 18-9-39-21-11-39; 24-1-40

Tube shaft ✓ Screw shaft 23-9-39; 21-11-39; 24-1-40 Propeller

Stern tube P. O. 39. Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections Boilers fixed Engines tried under steam

Completion of pumping arrangements Thickness of adjusting washers

Main boiler safety valves adjusted

Crank shaft material SMS Identification Mark as per list Thrust shaft material SMS Identification Mark as per list

Intermediate shafts, material SMS Identification Marks as per list Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material SMS 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 ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with yes

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 letter. Material duly tested, workmanship throughout good.

The engine has been shipped to Scheffdam and will be fitted aboard Messrs Wilton's Tyne Yard No 669.

A copy of this report has been forwarded to the Rotterdam Surveyors.

The amount of Entry Fee ... £ 72 - : When applied for, 22.3.19.40

Special ... 3/4 ... £ 965 - : When received, 19.40

Donkey Boiler Fee ... £ : 1965 K.H. 4088

Travelling Expenses (if any) £ 68.50. : 19.

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute
Assigned No action



The Surveyors are requested not to write on or below the space for Committee's Minute.