

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

1 - DEC 1926

Date of writing Report 22-11-1926 When handed in at Local Office

19

Port of R'dam

No. in Survey held at Rotterdam

Date, First Survey 3-6-26

Last Survey 9-11-1926

Reg. Book.

(Number of Visits 15)

on the steel screw tug "SCHELDE"

Gross 359.40

Tons Net 40.93

Built at R'dam

By whom built P. Smid & M. S.

Yard No. 400

When built 1926

Engines made at R'dam

By whom made S.

Engine No. 421

when made 1926

Boilers made at R'dam

By whom made S.

Boiler No. 502

when made 1926

Registered Horse Power

Owners Internationale Sleepdienst Mij.

Port belonging to R'dam.

Nom. Horse Power as per Rule 134

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c. 14 1/2" 25" & 40 3/4"

Description of Engines Triple expansion engines

Revs. per minute 105

Dia. of Cylinders 380 x 635 x 1020

Length of Stroke 29 1/2" x 60 1/2"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 2 1/2"

Crank pin dia. 2 1/2"

Crank webs

Mid. length breadth 280

Thickness parallel to axis 2 1/2"

Intermediate Shafts, diameter

as per Rule 2 1/2"

as fitted 2 1/2"

Thrust shaft, diameter at collars

as per Rule 2 1/2"

as fitted 2 1/2"

Tube Shafts, diameter

as per Rule 2 1/2"

as fitted 2 1/2"

Screw Shaft, diameter

as per Rule 2 1/2"

as fitted 2 1/2"

Is the tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 1 1/2"

as fitted 1 1/2"

Thickness between bushes

as per Rule 1 1/2"

as fitted 1 1/2"

Is the after end of the liner made watertight in the

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 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

If 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 shaft

no

Length of Bearing in Stern Bush next to and supporting propeller

1000

Propeller, dia. 300

Pitch 3900

No. of Blades 4

Material cast iron

whether Moveable no

Total Developed Surface

3.85

16 3/4

sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 70

Stroke 310

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 70

Stroke 310

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size 1 1/2 6" x 4" x 6"

How driven steam

Pumps connected to the

No. and size 1 1/2 6" x 6" x 6"

How driven steam driven

hand pumps

Ballast Pumps, No. and size 1 1/2 6" x 6" x 6"

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 1 1/2 100

2 1/2 65

stokehold 1 1/2 65

In Holds, &c.

one in fore ship 2 1/2 65

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 1/2 110

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 1/2 65

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Yes

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

Yes

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Cocks & valves

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

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

none

How are they protected

Yes

What pipes pass through the deep tanks

none

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

compartment to another

Yes

Is the Shaft Tunnel watertight

none

Is it fitted with a watertight door

Yes

worked from

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 105

1991

180

lbs

Is Forced Draft fitted

Yes

No. and Description of Boilers one multitubular S.E.

Working Pressure 12.65

kg.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting

not

Main Boilers

Auxiliary Boilers

Donkey Boilers

Yes

Yes

(If not state date of approval)

31-3-26

12-4-26

Superheaters

Yes

General Pumping Arrangements

no

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

Two bottom end bolts and nuts, two top end bolts and

nuts, 2 main bearing bolts and nuts, one set of coupling bolts, one set of feed and

bilge pump valves, one set of piston rings, iron of various sizes and a quantity

of assorted bolts and nuts.

The foregoing is a correct description,

MACHINEFABRIEK & SCHEEPSWERF

van P. SMIT Jr., ROTTERDAM.

Manufacturer.

P. H. J. van Beuningen



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Lloyd's Register

Foundation

002109-002118-0094

3/6 - 20-29/4 - 5-16-10-30/8 - 3/9 - 5-15/10-26
 During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - -
 Total No. of visits ~~14~~ 15.

Dates of Examination of principal parts—Cylinders 20-29/4 - 18/8-26 Slides 20-29/4 - 26 Covers 20-29/4 - 26
 Pistons 3/6 - 29/4 Piston Rods 3/6 - 29/4 Connecting rods 3/6 - 29/4
 Crank shaft 20/7 - 5/8-26 Thrust shaft 5/8-26 Intermediate shafts 5/8-
 Tube shaft 1/6 - 30/8-26 Screw shaft 5/8-26 Propeller 30/8-26
 Stern tube 1/6 - 30/8-26 Engine and boiler seatings 5/8-26 Engines holding down bolts 5/8-26
 Completion of fitting sea connections 3/9-26
 Completion of pumping arrangements 30-10-26 Boilers fixed 28-10-26 Engines tried under steam 9-11-26
 Main boiler safety valves adjusted 3-11-26 Thickness of adjusting washers Port 11" starb 11"
 Crank shaft material S.M. steel Identification Mark Lloyd's 30-26 KH. 12629 Thrust shaft material S.M. steel Identification Mark Lloyd's KH. 12628
 Intermediate shafts, material S.M. steel Identification Marks Lloyd's KH. 12634 Tube shaft, material Identification Mark 1-6-26
 Screw shaft, material S.M. steel Identification Mark Lloyd's KH. 1263 Steam Pipes, material Copper Test pressure 360 lb Date of Test 15-10-26
 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 carrying and burning oil fuel 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 machinery has been made in accordance with the Society's Rules, approved plans and Secretary's letters, materials tested as required and workmanship good. The whole was found in a good working condition during a trial trip on the North Sea and I am of opinion that the vessel is eligible to be recorded in the Society's Registerbook with * L.M.C. 11-26. C.L.*

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 11. 26. FD. CL.

J.W.D.
 3/12/26.

The amount of Entry Fee ... £ 36.00
 Special ... £ 39.3.00
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £ 30.00

When applied for, 19
 When received, 4.12.19

J.W.D.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned
 + R.M.C. 11.26
 F.D. C.L.