

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

OCT. 1923

Received at London Office

Date of writing Report 15-9-23 When handed in at Local Office 19 Port of Rotterdam
 No. in Survey held at Schiedam Date, First Survey 5th March Last Survey 25 Sept 1923
 Reg. Book. on the Steel Screw Steamer "HOLLAND" (Number of Visits 47)
 Built at Schiedam By whom built Scheepb. M. Nieuwe Waterweg Yard No. 121 When built 1923
 Engines made at Schiedam By whom made " Engine No. 12 when made 1923
 Boilers made at Schiedam By whom made " Boiler No. 88.89 when made 1923
 Registered Horse Power 142 Owners Vereenigd. Ned. Scheepb. M. Port belonging to Cravenhage
 Nom. Horse Power as per Rule 142 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Vertical Triple expansion

Dia. of Cylinders 16" x 26" x 43" Length of Stroke 50" Revs. per minute 106 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as fitted 9.05" Dia. of Crank pin 9.05" Crank webs Mid. length breadth 16.93" Thickness parallel to axis 5.91"
 as fitted 9.05" Mid. length thickness 5.91" If shrunk Thickness around eye-hole 3.95"
 Diameter of Thrust shaft under collars as fitted 9.05" Diameter of Tunnel shaft as fitted 8.46" Diameter of Screw shaft as fitted 9.45" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No Length of Stern Bush 3' 8" Diameter of Propeller 10' 3"
 Pitch of Propeller 10' 11" No. of Blades 4 State whether Moveable No Total Surface 40 sq square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 2.56" Stroke 15.35" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2.56" Stroke 15.35" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 3. 7 1/2" x 4 1/2" x 10". 7 1/2" x 4 1/2" x 10". 6" x 6" x 10"
 No. and size of Pumps connected to the Main Bilge Line 1 à 7 1/2" x 4 1/2" x 10"
 No. and size of Ballast Pumps One à 6" x 6" x 10" No. and size of Lubricating Oil Pumps, including Spare Pump None
 Are two independent means arranged for circulating water through the Oil Cooler No No. and size of suction connections connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 à 2 1/2" à 3 1/4" in tunnel à 2 1/4" and in Holds, &c. 2 in forehold à 2 1/4"
1 in afterhold à 2 1/2" 1 in dry tank à 2"

No. and size of Main Water Circulating Pump Bilge Suctions One à 5" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges one à 3 1/4" 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 connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Both
 Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line Below
 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 are carried through the bunkers Bilge pipes through bunkers How are they protected Wooden casings
 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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper platform

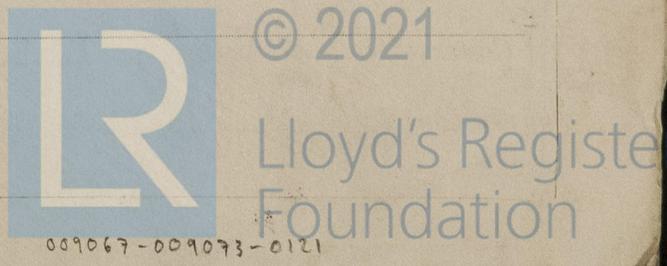
MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2028 sq
 Is Forced Draft fitted Yes No. and Description of Boilers 2 single end marine Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? No

PLANS. Are approved plans forwarded herewith for Shafting 16-3-23 Main Boilers 22-3-23 Auxiliary Boilers No Donkey Boilers No
 (If not state date of approval)
 General Pumping Arrangements 10-4-23 Oil Fuel Burning Piping Arrangements No

SPARE GEAR. State the articles supplied:—Two top end bolts and nuts, two bottom end bolts and nuts, 2 main bearing bolts, one set of coupling bolts, one set of bilge and feed pump valves. A quantity of assorted bolts and nuts and iron of various sizes. and further as per attached list.

The foregoing is a correct description,
 NEW WATERWAY SHIPBUILDING Co.

Thielson Manufacturer.
 MANAGING DIRECTOR.



During progress of work in shops -- { March 5-8-12-17-21-23-26 April 3-10-17-20-23-24-26-30 May 1-7-8-10-24-28
 29 June 4-6-7-10-27 July 3-10-11-13-16-23-24-25-31 Aug 3
 Aug 25-27 Sept 5-6-10-12-17-19-24
 During erection on board vessel ---
 Total No. of visits 44

Dates of Examination of principal parts - Cylinders 27-6-23, 3-7-23 Slides
 Covers Pistons 6-6-23 Rods 28-5-23
 Connecting rods 25-5-23 Crank shaft 7-5-23 Thrust shaft 7-5-23
 Tunnel shafts 10-6-23 Screw shaft 2-5-23 Propeller
 Stern tube 4-6-23 Engine and boiler seatings 11-7-23 Engines holding down bolts 10-9-23
 Completion of pumping arrangements 19-9-23 Boilers fixed Engines tried under steam
 Completion of fitting sea connections 10-7-23 Stern tube 10-7-23 Screw shaft and propeller
 Main boiler safety valves adjusted 17-9-23 Thickness of adjusting washers PORT SB-19 mill SB SB-19 mill PORT-19 mill
 Material of Crank shaft S. M. Steel Identification Mark on Do. Lloyds. CX^o 440 JS. 7-5-23.
 Material of Thrust shaft S. M. Steel. Identification Mark on Do. Lloyds. CX^o 441 JS. 7-5-23.
 Material of Tunnel shafts S. M. Steel Identification Marks on Do. Lloyds. CX^o 442-43-44-45 JS. 10-6-23
 Material of Screw shafts S. M. Steel Identification Marks on Do. Lloyds. CX^o 468 JS. 2-5-23
 Material of Steam Pipes Steel Test pressure 600 lbs Date of Test 6-9-23
 Is an installation fitted for burning oil fuel No 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. *This machinery has been made in accordance with the Rules, Secretary's letters and approved plans, material tested as required and workmanship good. The whole has been found in a good working condition during a trial trip on the Northsea and is in my opinion eligible to be recorded in the Society's Register Book with* **✠ LMC 9-23. CL.**

It is submitted that this vessel is eligible for THE RECORD. **+ L.M.C. 9-23. F.D. C.L.**

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 ...	£ 36.00	When applied for,
Special ...	£ 426.00	1/10 1923
Donkey Boiler Fee ...	£ :	When received,
Travelling Expenses (if any) ...	£ 36.00	1/10 1923

Committee's Minute

TUE OCT 16 1923

Assigned

+ Lmb 9 23

F. D. C. L.

CERTIFICATE WRITTEN

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



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 Foundation

FRI 14 MAY 1937