

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

OCT. 1923

Received at London Office

Date of writing Report 15-9-1923 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Schiedam

Date, First Survey 5th March Last Survey 25 Sept 1923

Reg. Book.

(Number of Visits 47)

on the Steel Screw Steamer "HOLLAND"

Built at Schiedam

By whom built Scheepb. M. Nieuwe Waterweg

Yard No. 121

Gross
Tons

Net

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

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 16" x 43" Length of Stroke 30" 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" If shrunk Thickness parallel to axis 5.91" as fitted 9.05" Mid. length thickness 5.91" 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 as fitted 9.45"

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 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. 1 1/2 x 4 1/2 x 10. 1 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 1 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. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 2 à 1 1/2 x 4 1/2 x 10" in tunnel à 1 1/2" and in Holds, &c. 2 in forehold à 1 1/2"

1 in afterhold à 1 1/2" 1 in dry tank à 1"

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 12-3-23 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.

Schiedam

Manufacturer.

MANAGING DIRECTOR.



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Lloyd's Register
Foundation

009067-009073-0121

March 5. 8. 12. 17. 21. 23. 26 April 3. 10. 17. 20. 23. 24. 26. 30 May 1. 7. 8. 18. 24. 28
During progress of work in shops -- 29 June 4. 6. 7. 18. 27 July 3. 10. 11. 13. 16. 23. 24. 25. 31 Aug 3
Aug 25. 27. Sept 5. 6. 10. 13. 17. 19. 24
During erection on board vessel --
Total No. of visits 44

Dates of Examination of principal parts - Cylinders 17. 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 19 mill
Material of Crank shaft S. M. Steel Identification Mark on Do. Lloyds. CX 440 JS. 7. 5. 23.
Material of Thrust shaft S. M. Steel Identification Mark on Do. Lloyds. CX 441 JS. 7. 5. 23.
Material of Tunnel shafts S. M. Steel Identification Marks on Do. Lloyds. CX 442. 43. 44. 45 JS. 10. 6. 23
Material of Screw shafts S. M. Steel Identification Marks on Do. Lloyds. CX 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 workman- ship good. The whole has been found in a good working condition during a trial trip on the Northsea and 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.

The amount of Entry Fee ... £ 36.00 When applied for, 1923
Special ... £ 426.00 When received, 1923
Donkey Boiler Fee ... £ 36.00
Travelling Expenses (if any) ...

Committee's Minute

Assigned

TUE OCT 16 1923

+ Lmb 923

F. D. C. L.

FRI 14 MAY 1937

Engineer Surveyor to Lloyd's Register of Shipping.



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