

Date of writing Report 27 February 1917. When handed in at Local Office

19 Port of Amsterdam

No. in Survey held at Amsterdam  
Reg. Book.Date, First Survey 9 Dec 1915 Last Survey 14 February 1917  
(Number of Visits 52)53 in. On the steel screw steamer *Hermiona*Tons { Gross 870.  
Net 409.Master *J. Jonker* Built at *Amsterdam* By whom built *N.V. Kerschure & Co Scheepwerf* When built 1914.Engines made at *Ams* By whom made *N.V. Kerschure & Co. Scheepwerf* when made 1914.Boilers made at *Ams* By whom made *N.V. Kerschure & Co. Machinefabriek* when made 1914.Registered Horse Power 113. Owners *N.V. Nederlandsche Maatschappij* Port belonging to *Rotterdam*Nom. Horse Power as per Section 28 113. Is Refrigerating Machinery fitted for cargo purposes ☒ Is Electric Light fitted ☒ENGINES, &c.—Description of Engines *Triple Expansion* No. of Cylinders *three* No. of Cranks *three*  
Dia. of Cylinders *380 x 635 x 1015 mm* Length of Stroke *685 mm* Revs. per minute *120* Dia. of Screw shaft *as per rule 225.5* Material of *st. m. arm*  
*15 x 25 x 40* as fitted *none* as fitted *200 mm* as fitted *226 mm* screw shaft *ingot steel*Is the screw shaft fitted with a continuous liner the whole length of the stern tube *two liners* Is the after end of the liner made water tight  
in the propeller boss *yes* If the liner is in more than one length are the joints burned ☒ If the liner does not fit tightly at the partbetween 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 ☒ Length of stern bush *940 mm*Dia. of Tunnel shaft *as per rule 189 mm* Dia. of Crank shaft journals *as per rule 198.5 mm* Dia. of Crank pin *200 mm* Size of Crank webs *380 x 120* Dia. of thrust shaft under  
collars *200 mm* Dia. of screw *3200 mm* Pitch of Screw *3500 mm* No. of Blades *four* State whether moveable ☒ Total surface *3.99 M<sup>2</sup>*No. of Feed pumps *two* Diameter of ditto *57 mm* Stroke *457 mm* Can one be overhauled while the other is at work *yes*No. of Bilge pumps *two* Diameter of ditto *57 mm* Stroke *457 mm* Can one be overhauled while the other is at work *yes*No. of Donkey Engines *two* Sizes of Pumps *duplex 6 x 4 1/2 x 6 Ballast* No. and size of Suctions connected to both Bilge and Donkey pumps  
*One 6 x 4 x 6 Donkey pump*In Engine Room *three 2 1/4"* In Holds, &c. *four 2 1/2"*No. of Bilge Injections *one* sizes *3 7/8"* Connected to *condenser* to circulating pump *yes* Is a separate Donkey Suction fitted in Engine room & size *yes 2 1/4"*Are all the bilge suction pipes fitted with roses *yes* Are the roses in Engine room always accessible *yes* Are the sluices on Engine room bulkheads always accessible *yes*Are all connections with the sea direct on the skin of the ship *yes* Are they Valves or Cocks *both*Are they fixed 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 *above*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 *hold bilge pipes* How are they protected *boxed in with wood and*  
*cheated with iron*Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges *yes*Is the Screw Shaft Tunnel watertight ☒ Is it fitted with a watertight door ☒ worked from ☒BOILERS, &c.—(Letter for record *(S)*) Manufacturers of Steel *Kenschel & Sohn, alt Heinrichshutte Wittingen*Total Heating Surface of Boilers *190 M<sup>2</sup>* Forced Draft fitted ☒ No. and Description of Boilers *two Single Ended Boilers*Working Pressure *12.65 kg 180 lbs* Tested by hydraulic pressure to *360 lbs* Date of test *9 Nov 1916* No. of Certificate *238-139*Can each boiler be worked separately *yes* Area of fire grate in each boiler *3.80 M<sup>2</sup> 41.59* No. and Description of Safety Valves toeach boiler *two direct spring* Area of each valve *3.75 sq inch* Pressure to which they are adjusted *180 lbs* Are they fitted with easing gear *yes*Smallest distance between boilers or uptakes and bunkers or woodwork *23.75 cm* Mean dia. of boilers *3248* Length *3125* Material of shell plates *steel*Thickness *24 mm* Range of tensile strength *41 to 50 kg* Are the shell plates welded or flanged *plain* Descrip. of riveting: cir. seams *double riveted*long. seams *double riveted* Diameter of rivet holes in long. seams *25 mm* Pitch of rivets *180 mm* Lap of plates or width of butt straps *420 mm*Per centages of strength of longitudinal joint rivets *84.5 %* Working pressure of shell by rules *13.4 kg* Size of manhole in shell *300 x 400 mm*Size of compensating ring *150 x 24 mm* No. and Description of Furnaces in each boiler *two Morrison* Material *steel* Outside diameter *1050 mm*Length of plain part *top* Thickness of plates *crown 13.5 mm* Description of longitudinal joint *welded* No. of strengthening rings ☒Working pressure of furnace by the rules *13.9 kg* Combustion chamber plates: Material *steel* Thickness: Sides *16 mm* Back *14 mm* Top *16 mm* Bottom *22 mm*Pitch of stays to ditto: Sides *180 x 105* Back *180 x 180* Top *205 x 180* If stays are fitted with nuts or riveted heads *riveted heads* Working pressure by rules *12.56 16 kg*Material of stays *steel* Area at smallest part *1434 cm<sup>2</sup>* Area supported by each stay *369.324 cm<sup>2</sup>* Working pressure by rules *17.6 19 kg* End plates in steam space:Material *steel* Thickness *19 + 15 mm* Pitch of stays *355 x 350* How are stays secured *drawn + nutted* Working pressure by rules *15.9 kg* Material of stays *steel*Area at smallest part *3848.45* Area supported by each stay *1242.5 cm<sup>2</sup>* Working pressure by rules *22.6 kg* Material of Front plates at bottom *steel*Thickness *21 mm* Material of Lower back plate *steel* Thickness *19 + 15* Greatest pitch of stays *310 mm* Working pressure of plate by rules *17.7 kg*Diameter of tubes *82.5 mm* Pitch of tubes *110 x 110* Material of tube plates *steel* Thickness: Front *21 mm* Back *21 mm* Mean pitch of stays *220 x 220*Pitch across wide water spaces *380 mm* Working pressures by rules *22.9 & 14.2 kg* Girders to Chamber tops: Material *steel* Depth andthickness of girder at centre *180 x 41 mm* Length as per rule *682 mm* Distance apart *180 mm* Number and pitch of stays in each *two 205 mm*Working pressure by rules *17.1 kg* Steam dome: description of joint to shell ☒ % of strength of joint ☒Diameter ☒ Thickness of shell plates ☒ Material ☒ Description of longitudinal joint ☒ Diam. of rivet holes ☒Pitch of rivets ☒ Working pressure of shell by rules ☒ Crown plates ☒ Thickness ☒ How stayed ☒SUPERHEATER. Type ☒ Date of Approval of Plan ☒ Tested by Hydraulic Pressure to ☒Date of Test ☒ Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler ☒Diameter of Safety Valve ☒ Pressure to which each is adjusted ☒ Is Easing Gear fitted ☒Visits *62*18 May, 8.15  
3.8.11.14.24  
15.18.19.22.24

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Lloyd's Register  
010283-010288-0039  
Foundation



IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—Two Connecting rod top & bottom ends bolts & nuts, two little main bearings, One set of Coupling, One set feed & bilge pumps valves, 10 Condenser tubes, 6 junkring bolts, One set of air. Circulating & donkey pumps valves. One main & one donkey feed check valve. One safety valve & two escape valve springs, One set of piston rings, One propeller, A quantity of bolts & nuts assorted & iron of various sizes.

The foregoing is a correct description,

VERSCHURE & CO'S  
SCHEEPSWERF EN MACHINEFABRIEK

Manufacturer.

Dates of Survey while building { During progress of work in shops -- 9 Dec 1915. 5 May. 3. 5. 7. 24 July. 3. 15. 18. 19. 24. 29 August. 6. 12. 25. 27 Sept. 3. 5. 8. 11. 17. 24. 30 Oct. 3. 3. 7. 9. 13. 14. 16. 28. 24. 27 Nov. 2 - 8 Dec. During erection on board vessel -- 15. 18. 20 - 28 December 1915. 9. 15. 15. 18. 19. 22. 31 Jan. 7. 8. 9. 10. 13. 14 Feb 1917. Total No. of visits 52

Is the approved plan of main boiler forwarded herewith Yes.

" " " donkey " " " "

Dates of Examination of principal parts—Cylinders 5. 3. 15. 25 Slides 18. 29. 25. 11. 17 Covers 11. 17. 9 Pistons 11. 17. 9. 7. 9 Rods 11. 17. 9. 9 Connecting rods 17. 9. 9 Crank shaft 11. 17. 24. 27 Thrust shaft 17. 13. 27 Tunnel shafts 2 Screw shaft 17. 13. 27. 2 Propeller 27. 2 Stern tube 13. 2. 12 Steam pipes tested 9 January Engine and boiler seatings 2-6 Dec Engines holding down bolts 18 Jan Completion of pumping arrangements 7 Feb Boilers fixed 19 Jan Engines tried under steam 14 February Completion of fitting sea connections 2 Dec Stern tube 2 Dec Screw shaft and propeller 2 Dec Main boiler safety valves adjusted 13 Feb Thickness of adjusting washers SB 10-12 PS 9-10.5

Material of Crank shaft S.M. Ann Identification Mark on Do. 142. J.B.58.117 Material of Thrust shaft S.M. Ann Identification Mark on Do. 143. J.B.5.217

Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts S.M. Ann Identification Marks on Do. 144. J.B.58.1-17

Material of Steam Pipes Steel Test pressure 540 lbs per sq inch.

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 Section 49 of the Rules been complied with

Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

This vessel's machinery & boilers have been constructed in accordance with the Society's rules and approved plans herewith returned to London Office. The material used in the construction of good ductile quality and duly tested as required and the workmanship is good. Castings are sound, all cylinders, Condenser and steam & feed pipes tested under hydraulic pressure found tight in every respect.

Main boiler tested to 360 lbs per sq inch found tight and no setting whatever. Examined engine & boilers under steam trials found same working satisfactorily and pumps drawing from all compartments, auxiliaries ditto.

In deviation with the approved plans a screw shaft has been fitted with two liners.

I am of opinion that this vessel is eligible to be recorded in the Society's Register Book. LMC-2.1917

The amount of Entry Fee ... £ 24.- : When applied for, Special ... £ 203.- : When received, Donkey Boiler Fee ... £ : Travelling Expenses (if any) £ 12.- : 19.17.

Committee's Minute TUE. 13 MAR. 1917

Assigned

+ LMC 2.17

MAINTAINED  
WRITTEN



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