

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 FEB 1928

Date of writing Report 9.2.1928 When handed in at Local Office 19 Port of Rotterdam
No. in Survey held at Flushing Date, First Survey 30.5.27. Last Survey 4.2.1928
Reg. Book. (Number of Visits 15)
on the Machinery S/S "BEIJERLAND"
Built at Amsterdam By whom built K.V. Scheepwerf van Imit Can Yard No. 498 Tons Gross 1920
Engines made at Flushing By whom made Kon. My. De Schelde Engine No. 388 when made 1920
Boilers made at Flushing By whom made Kon. My. De Schelde Boiler No. 904/85 when made 1920
Registered Horse Power Owners Scheepvaart in Heerhooftweg Port belonging to Rotterdam
Nom. Horse Power as per Rule 199 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which Vessel is intended Coal trade

ENGINES, &c.—Description of Engines Vertical triple expansion Revs. per minute 85
Dia. of Cylinders 18 x 30 x 49 Length of Stroke 36 No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 10 1/2 Crank pin dia. 10 1/4 Crank webs Mid. length breadth 14 1/2 Thickness parallel to axis 4 1/2
as fitted 10 1/2 Crank pin dia. 10 1/4 Crank webs Mid. length thickness 6 1/2 shrunk Thickness around eye-hole 4 1/2
Intermediate Shafts, diameter as per Rule 9 3/4 Thrust shaft, diameter at collars as per Rule 10 1/2
as fitted 9 3/4 as fitted 10 1/2
Tube Shafts, diameter as per Rule 11 1/2 Screw Shaft, diameter as per Rule 11 1/2 Is the tube shaft fitted with a continuous liner No
as fitted 11 1/2 as fitted 11 1/2
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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 Yes (Cedunghel) Length of Bearing in Stern Bush next to and supporting propeller 48
Propeller, dia. 15 1/2 Pitch 15 1/2 No. of Blades 4 Material Cast iron whether Moveable No Total Developed Surface 66 sq. feet
Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2 Stroke 18 Can one be overhauled while the other is at work Yes
Bilge Pumps worked from the Main Engines, No. 2 Diameter 5 1/2 Stroke 18 Can one be overhauled while the other is at work Yes
Feed Pumps No. and size One 8 1/2 x 6 x 13 Pumps connected to the Main Bilge Line No. and size One 4 1/2 x 5 x 6 10 x 12 x 12
How driven Steam How driven Steam
Ballast Pumps, No. and size One 10 x 12 x 12 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 2 à 3 1 à 3 1/2
In Holds, &c. 2 forward à 3 2 after à 3

Main Water Circulating Pump Direct Bilge Suctions, No. and size One à 3 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size One à 3 1/2 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 Both
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges 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 pass through the bunkers Bilge pipes for forward hold How are they protected Cased in
What 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 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 No tunnel Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3510
Is Forced Draft fitted No No. and Description of Boilers 2 Single ended Multitubular Working Pressure 200 lbs
IS A REPORT ON MAIN BOILERS NOW FORWARDED?
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting No Main Boilers 3.3.27 Auxiliary Boilers Donkey Boilers
(If not state date of approval) 11-5-27
Superheaters General Pumping Arrangements 23.8.27 Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—Two top end belt and nuts, two bottom end belts and nuts
1 main bearing bolts and nuts, one set of coupling bolts, one set of piston rings for
each cylinder, one set of bilge and feed pump valves, one feed and one bilge pump
plunger, one thrust shaft, one screw shaft, one cast iron propeller, one set of top
and bottom end bearings, one set of pads for Mitchell thrust block, a quantity of
various bolts and nuts and iron of various sizes

The foregoing is a correct description,

KON. MY. "DE SCHELDE"

Manufacturer.



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Lloyd's Register
Foundation

003895-003905-0145

During progress of work in shops - - - 1927 30/15 30/16 25/17 5/18 25/18 5/19 22/19 7/10 20/10 3/11 16/11 21/12 1
Dates of Survey while building During erection on board vessel - - - 1927 19/11 1928 11/1 19/1 31/1 6/2 7/2
Total No. of visits 18

Dates of Examination of principal parts—Cylinders 30/15 30/16 25/17 5/18 25/18 5/19 22/19 7/10 20/10 3/11 16/11 21/12 1
Pistons 25/8 Piston Rods 25/1 7/10 27 Connecting rods 25/1 7/10 27
Crank shaft Made at Withouwer Thrust shaft 16/11 22/12 27 Intermediate shafts 16/11 22/12 27
Tube shaft 16/11 22/12 27 Screw shaft 16/11 22/12 27 Propeller 22.12.27
Stern tube 16.11.27 Engine and boiler seatings 11.1.28 Engines holding down bolts 31.1.28

Completion of fitting sea connections 19/12.11/1 28
Completion of pumping arrangements 6.2.27 Boilers fixed 31.1.28 Engines tried under steam 7.2.28

Main boiler safety valves adjusted 6.2.28 Thickness of adjusting washers SB 9.5mm PORT SB 9.5mm

Crank shaft material S.M. Steel Identification Mark LLOYDS CY 2105 AD. 24.7.27 Thrust shaft material S.M. Steel Identification Mark LLOYDS CY 2105 AD. 24.7.27

Intermediate shafts, material S.M. Steel Identification Marks LLOYDS CY 2105 AD. 24.7.27 Tube shaft, material S.M. Steel Identification Mark LLOYDS CY 2105 AD. 24.7.27

Screw shaft, material S.M. Steel Identification Mark LLOYDS CY 2105 AD. 24.7.27 Steam Pipes, material Steel Test pressure 600 lbs Date of Test 31.1.28

Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. No

Have the requirements of the Rules for the use of oil as fuel been complied with No

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 No

Is this machinery duplicate of a previous case No If so, state name of vessel No

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, material tested as required and workmanship good.

All machinery was found in a good working condition when tried and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with + LMC 2.28. OG.

It is submitted that this vessel is eligible for THE RECORD. + LMC 2.28. OG.

The amount of Entry Fee ... £ 36.00 When applied for, 11/2 1920
Special ... £ 594.00
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ 200.00 When received, 20.2.28

Committee's Minute TUES. 6 MAR 1928

Assigned

CERTIFICATE WRITTEN

Lloyd's Register Foundation