

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. S/S "BEIJERLAND" (Number of Visits 15)
 on the Machinery S/S "BEIJERLAND" Tons ^{Gross} 1920 _{Net} 1920
 Built at Alblaserdam By whom built K.V. Scheepwerf Van Imit Can Yard No. 498 When built 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 199 Owners Scheepvaart en Heenkolen My 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 10 7/8 Crank pin dia. 10 1/4 Crank webs 14 1/4 Mid. length breadth 14 1/4 Thickness parallel to axis 4 1/2
 as fitted 10 7/8 as per Rule 10 7/8 as fitted 10 7/8 as per Rule 10 7/8 as fitted 10 7/8
 Intermediate Shafts, diameter 9 3/4 Thrust shaft, diameter at collars 10 7/8
 as fitted 9 3/4 as per Rule 9 3/4 as fitted 10 7/8 as per Rule 10 7/8
 Tube Shafts, diameter 11 1/2 Screw Shaft, diameter 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 11 1/2 Thickness between bushes 11 1/2 Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 11 1/2 as fitted 11 1/2
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes (Cedunell)
 Length of Bearing in Stern Bush next to and supporting propeller 48
 Propeller, dia. 15 9/16 Pitch 15-9 No. of Blades 4 Material Cast iron Movable 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
 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 Yes 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 stowhold 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 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 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 11-4-27 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 gears for Mitchell thrust block, a quantity of wrought bolts and nuts and iron of various sizes

The foregoing is a correct description,

KON. MY. "DE SCHELDE"
 H. H. H. Manufacturer.



During progress of work in shops --- 1927 30/15 30/16 25/17 5/18 25/18 5/19 22/19 7/20 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 7/20 20/10 3/11 16/11 21/12 1
 Slides 25/18 5/19 27
 Coers 22/19 7/10 27

Pistons 25/18 Piston Rods 25/17 7/10 27 Connecting rods 25/17 7/10 27
 Crank shaft Made up Without Thrust shaft 16/11 22/12 27 Intermediate shafts 16/11 22/12 27
 Tube shaft ✓ 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 19/12-1/1 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 SB 9.5mm PORT SB 9.5mm PORT SB 9.5mm

Crank shaft material S.M. Steel Identification Mark LLOYDS
NO 2185
AD. 24.7.27 Thrust shaft material S.M. Steel Identification Mark LLOYDS
NO 8/B 2
75.22.12.27
 Intermediate shafts, material S.M. Steel Identification Marks LLOYDS
NO 882
75.22.12.27 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S.M. Steel Identification Mark LLOYDS
NO 883
75.22.12.27 Steam Pipes, material Steel ✓ Test pressure boiler ✓ 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. ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓
 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 ✓
 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, 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. 09.**

It is submitted that this vessel is eligible for THE RECORD. + LMC 2.28. 09.

AWD
23/2/28

J. Y. Ochoa
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 36.00 When applied for, 11/2 1928
 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 + L.M.C 2.28

CERTIFICATE WRITTEN



Certificate to be sent to Surveyors Rotterdam.

The Surveyors are requested not to write on or below the space for Committee's Minute.