

28 JAN 1926

Port of AMSTERDAM

Date, First Survey 21 November 1926 Last Survey 15 January 1926

(Number of Visits... 48...)

Tons { Gross 7089
Net 4394

Built at Amsterdam By whom built Ned. Scheepswaard N.V. Engine No. 2041-2042 When made 1926
Engines made at Amsterdam By whom made Werkspoor When made 1926

Engines made at Amsterdam By whom made Werkspoor Engine No. 2 When made 1926
Boiler No. 2013-2012 When made 1926

Engines made at _____ By whom made Werkspoor Boiler No 2043-2044 when made 1900
Boilers made at Amsterdam _____ Port belonging to Batavia

Shaft Horse Power at Full Power 3000 Owners Java-China-Japan Lijn Port belonging to Batavia
Is Electric Light fitted Yes ✓ Is Electric Light fitted Yes

Nom. Horse Power as per Rule 769 ✓ Is Refrigerating Machinery fitted for cargo purposes Yes ✓ Is Electric Light used Yes ✓

Trade for which Vessel is intended Indian & Chinese seas

STEAM TURBINE ENGINES, &c.—Description of Engines *Tasman Impulse turbine engine*

No. of Turbines Ahead */* Direct coupled, to */* propelling shafts. No. of primary pinions to each set of reduction gearing *2*
 Astern */* single reduction geared
 double reduction geared

direct coupled to { Alternating Current Generator \leftarrow phase \leftarrow periods per second }
 { Direct Current Generator } rated \leftarrow Kilowatts \leftarrow Volts at \leftarrow revolutions per minute;

for supplying power for driving ϵ Propelling Motors, Type ϵ
 ϵ possible reduction agreed to ϵ propelling shafts

rated \angle Kilowatts \angle Volts at \angle revolutions per minute. Direct coupled, single or double reduction geared to \angle propelling shafts

TURBINE BLADING.	H. P.			I. P.			L. P.			ASTERN.		
	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.	HEIGHT OF BLADES.	DIAMETER AT TIP.	NO. OF ROWS.
1ST EXPANSION	45	482.4	5	1	1	1	46	844.1	4	26	962.6	1
2ND " 	50	514.4	5	1	1	1	60	905.	4	38	986.8	1
3RD " 	53	564.2	4	1	1	1	44	938.6	4	52	1014.	1
4TH " 	56	630.2	4	1	1	1	52	1244.6	2	52	1014	1
5TH " 							66	1242.4	2	52	1014	1
6TH " 							44	1294.2	1			
7TH " 							91	1322.	1			
8TH " 							108	1355.8	1			
9TH " 							124	1393.4	1			
10TH " 							124	1393.4	1			
11TH " 							124	1393.4	1			
12TH " 												

(H.P. 3500 — 1st reduction wheel 1.00)

12TH	"				H.P. 3500	1st reduction wheel	400	
Shaft Horse Power at each turbine	{	H.P.	1500	Revolutions per minute, at full power, of each Turbine Shaft	{	I.P.	L	main shaft	85
		I.P.	L			L.P.	2100		
		L.P.	1500						
						H.P. 206 7/8			
						10344 7/8			
							1st reduction wheel	154 7/8	

Rotor Shaft diameter at journals	{ L.P. 1500 H.P. 114 7/8 ✓ L.P. 148 7/8 L.P.	Pitch Circle Diameter	1st pinion	H.P. 206 7/8 L.P. 344 7/8	1st reduction wheel	10244 7/8	Width of Face	1st reduction wheel	454 7/8
			2nd pinion	544 6/8	main wheel	2558.8		main wheel	1040 7/8
			2nd pinion	304 5/8	main wheel	460 7/8		1st reduction wheel	304 5/8 2080 7/8

Distance between centres of pinion and wheel faces and the centre of the adjacent bearings

Flexible Pinion Shafts, diameter { 1st $\frac{HP}{L.P.} \frac{315}{4}$ **Pinion Shafts, diameter at bearings** External 1st { $\frac{124}{50} \frac{148}{45}$ 2nd { $\frac{318}{4}$ diameter at bottom of pinion teeth { 1st $\frac{191}{522}$
 2nd $\frac{514}{12}$ Internal 1st { $\frac{124}{50} \frac{148}{45}$ 2nd { $\frac{318}{4}$ diameter at bottom of pinion teeth { 2nd $\frac{524}{524}$
 1st $\frac{141}{6}$ **Generator Shaft, diameter at bearings** 2nd $\frac{4}{4}$

Shafts, diameter { 2nd 514 $\frac{1}{2}$ in. 1st 318 $\frac{7}{8}$ in.
 Wheel Shafts, diameter at bearings { main 445 $\frac{1}{2}$ in. diameter at wheel shroud, { 1st 1446
Generator Shaft, diameter at bearings 4
Propelling Motor Shaft, diameter at bearings 4
as per rule 4

Intermediate Shafts, diameter as per rule approved Thrust Shaft, diameter at collars as per rule approved Tube Shaft, diameter as per rule approved
as fitted 4.25 ✓ as fitted 4.45 ✓ as fitted 4 ✓

Screw Shaft, diameter as per rule 480% Is the tube screw shaft fitted with a continuous liner { yes } 2 Bronze Liners, thickness in way of bushes as per rule 23%

Thickness between bushes as per rule 10.5 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 junctions

made by fusion through the whole thickness of the liner \angle If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with \angle If two liners are fitted, is the shaft lapped or protected between the liners \angle Is an approved Oil Glass

plastic material insoluble in water and non-corrosive Acetone free If two liners are fitted, state material of each liner _____

or other appliance fitted at the after end of the tube shaft No _____

Length of Bearing in **Stern Bush** next to and supporting propeller 19 1/4 in ✓

Total Developed Surface 0.8 ✓ square feet

Propeller, diameter 54 1/2 in. Pitch 48 1/2 in. No. of Blades 4 State whether Moveable yes Total Developed Surface 4 Square ft.

Can the H.P. or I.P. Turbine exhaust direct to the L.P. Turbine yes

Condenser $\frac{3}{4}$ ✓ No. of Turbines fitted with astern wheels 2 ✓ **Feed Pumps** No. and size 2 *Wear pumps* $10 \times 15 - \times 24$ 1 *Wear pump* 1 spec
How driven $240 \times 280 \times 460$ *To all steam driven*

Condenser *g* No. and size *Two 1. water ballast 9" x 10" x 12"; one Wickspon filge 130 x 210 x 460 mm.*

Pumps connected to the Main Engine Lub. (How driven) *Steam driven pumps*

Exhaust Pumps, No. and size *One 9" x 10" x 12"* ✓

Lubricating Oil Pumps, including Spare Pump, No. and size *2, Main 10" x 9" x 18"* ✓

Are two independent means arranged for circulating water through the Oil Cooler $\frac{1}{2}$ in. ✓
Suctions, connected to both Main Bridge Pumps and Auxiliary B.

In Holds, &c. Nos. 1, 2, 3 & 4 hold on B, the one of 90 cm. Off from pump 6 1/2 ft; 4 1/2 ft; 14 1/2 ft on of 90 ft. 5 1/2 ft and of 90 ft.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 1 1/2" V Independent Power Pump 1 of 1 1/2" V
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes V

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 they fitted with Valves or Cocks. *Both*

Are all **Sea Connections** fitted direct on the skin of the ship *Yes* ✓ Are the Overboard Discharges above or below the deep water line *Yes* ✓
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates *Yes* ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate *Yes* ✓

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel? *Yes* Are the Discharge Valves *Yes*
What pipes pass through the bunkers *None* How are they protected *None*

What pipes pass through the deep tanks? None! Have they been tested as per rule? -

What pipes pass through the deep tanks? None! Have they been tested as per rule? -

Do you have any pipes 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

compartment to another. Yes Is the Shaft Tunnel watertight? Yes

008634-008640-0023



Lloyd's Register
Foundation