

REPORT ON MACHINERY.

No. 8089.

Received at London Office

THU. JUL. 22 1920

of writing Report *July 1920* When handed in at Local Office

Port of *Amsterdam*

o. in Survey held at *Amsterdam*

Date, First Survey *9 Sept 1919* Last Survey *18 June 1920*

eg. Book. on the *Engines & Boilers of C. No 565*

(Number of Visits *24*)

Tons *Gross*
Net

aster Built at *Alkmaar* By whom built *de Wed. E. C. Schepers* When built

Engines made at *Amsterdam* By whom made *Kroschke & Co. Schepers* Machinefabriek When made *1920*

Boilers made at *Amsterdam* By whom made *Kroschke & Co. Schepers* Machinefabriek When made *1920*

Registered Horse Power Owners *Messrs J. A. van der Schuyt* Port belonging to *Papendrecht*

om. Horse Power as per Section 28 *120.7 121* Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

GINES, &c.—Description of Engines *Triple Expansion* No. of Cylinders *three* No. of Cranks *three*

ia. of Cylinders *15" x 15" x 40"* Length of Stroke *14"* Revs. per minute *90* Dia. of Screw shaft *8 1/2"* Material of *steel*

the screw shaft fitted with a continuous liner the whole length of the stern tube *no liners* Is the after end of the liner made water tight

the propeller boss If the liner is in more than one length are the joints burned 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

ers are fitted, is the shaft lapped or protected between the liners Length of stern bush *35 1/8"*

Tunnel shaft as per rule *7.46* Dia. of Crank shaft journals as per rule *7.16* Dia. of Crank pin *7 1/8"* Size of Crank webs *14 1/2" x 4 1/2"* Dia. of thrust shaft under

s *4 1/8"* Dia. of screw *10-6"* Pitch of Screw *12-1/8"* No. of Blades *4* State whether moveable *no* Total surface *43.5 sq ft*

Feed pumps *two* Diameter of ditto *2 1/16"* Stroke *13 1/2"* Can one be overhauled while the other is at work *yes*

Bilge pumps *two* Diameter of ditto *2 1/16"* Stroke *13 1/2"* Can one be overhauled while the other is at work *yes*

Donkey Engines *two* Sizes of Pumps *6 x 4 x 6 Duplex* No. and size of Suctions connected to both Bilge and Donkey pumps

Engine Room In Holds, &c.

Bilge Injections *one* sizes *3 1/16"* Connected to condenser, circulating pump *yes* Is a separate Donkey Suction fitted in Engine room & size

all the bilge suction pipes fitted with roses Are the roses in Engine room always accessible Are the sluices on Engine room bulkheads always accessible

all connections with the sea direct on the skin of the ship Are they Valves or Cocks

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Discharge Pipes above or below the deep water line

they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

pipes are carried through the bunkers How are they protected

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges

Screw Shaft Tunnel watertight Is it fitted with a watertight door worked from

ERS, &c.—(Letter for record *5*) Manufacturers of Steel *Jules Knauff abt Mannesmann, Schuckert*

Heating Surface of Boilers *2281.6 sq ft* Is Forced Draft fitted *no* No. and Description of Boilers *Two Single Ended*

ing Pressure *12.63 kg* Tested by hydraulic pressure to *360 lbs* Date of test *26 Jan 1920* No. of Certificate *276 & 277*

each boiler be worked separately Area of fire grate in each boiler No. and Description of Safety Valves to

boiler Area of each valve Pressure to which they are adjusted Are they fitted with easing gear

rest distance between boilers or uptakes and bunkers or woodwork Mean dia. of boilers *32 1/8"* Length *31.55 m* Material of shell plates *Steel*

ness *24 m* Range of tensile strength *44 to 50 kg* Are the shell plates welded or flanged *plain* Descrip. of riveting: cir. seams *Double Y*

seams *Double Straps* Diameter of rivet holes in long. seams *25 m* Pitch of rivets *180 m* Lap of plates or width of butt straps *410 m*

entages of strength of longitudinal joint rivets *80%* Working pressure of shell by rules *12.7 kg* Size of manhole in shell *300 x 400 m*

of compensating ring *180 x 24 m* No. and Description of Furnaces in each boiler *two Morrison* Material *Steel* Outside diameter *1050 m*

th of plain part top Thickness of plates crown *13.5 m* Description of longitudinal joint *Welded* No. of strengthening rings

ing pressure of furnace by the rules *13.9 kg* Combustion chamber plates: Material *Steel* Thickness: Sides *16 m* Back *17 m* Top *16 m* Bottom *22 m*

of stays to ditto: Sides *200 x 180* Back *80 x 180* Top *205 x 180* If stays are fitted with nuts or riveted heads *Welded heads* Working pressure by rules *12.8 kg*

rial of stays *Steel* Area at smallest part *176.7 m* Area supported by each stay *180 x 180* Working pressure by rules *30.1 kg* End plates in steam space:

rial *Steel* Thickness *21 + 15* Pitch of stays *355* How are stays secured *double nuts* Working pressure by rules *20.5 kg* Material of stays *Steel*

at smallest part *5.9396* Area supported by each stay *126.015 m* Working pressure by rules *20.3* Material of Front plates at bottom *Steel*

ness *21 m* Material of Lower back plate *Steel* Thickness *19 m* Greatest pitch of stays *310* Working pressure of plate by rules *25 kg*

eter of tubes *82.5 m* Pitch of tubes *110 m* Material of tube plates *Steel* Thickness: Front *21 m* Back *21 m* Mean pitch of stays *220 x 220*

across wide water spaces *40.2 m* Working pressures by rules *22.9 & 14.4 kg* Girders to Chamber tops: Material *Steel* Depth and

ness of girder at centre *180 x 24 m* Length as per rule *640 m* Distance apart *180 m* Number and pitch of stays in each *two 205 m*

orking pressure by rules *10.4 kg* Steam dome: description of joint to shell % of strength of joint

meter Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes

ch of rivets Working pressure of shell by rules Crown plates Thickness How stayed

PERHEATER. Type Date of Approval of Plan Tested by Hydraulic Pressure to

te of Test Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

meter of Safety Valve Pressure to which each is adjusted Is Easing Gear fitted

009440-009450-0137

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IS A DONKEY BOILER FITTED? ☒

If so, is a report now forwarded? ☒

SPARE GEAR. State the articles supplied:— Two Connecting Rod tops & bottom ends bolts & nuts, two main bearing & one set of Coupling bolts & nuts. two feed & two bilge pump valves & quantity of bolts & nuts assorted. One set of piston rings. Iron of various sizes.

The foregoing is a correct description,

T. VERSCHURE & CO'S
SCHIEPERSWEEF- en MASCHINEFABRIEK

Manufacturer.

Dates of Survey while building { During progress of work in shops -- 9-19 Sept. 8 Oct. 6-17 Nov. 12-29 Dec 1919, Jan 14-24-31, Feb 3-10-14, March 5-10-23, April 7-22, May 5, 12-19-18, June 15-18, 1920.
During erection on board vessel --
Total No. of visits 24 visits

Is the approved plan of main boiler forwarded herewith ☒ Yes

" " " donkey " " " ☒

Dates of Examination of principal parts—Cylinders 14 19 31 10-14 Slides 10-14 10 Covers 10 7 Pistons 10-14 7 Rods 5 7
Connecting rods 5 7 Crank shaft 17-31 10 13 Thrust shaft 10 13 Tunnel shafts Screw shaft 31 10 Propeller 10 5
Stern tube 14 10 Steam pipes tested Engine and boiler seatings Engines holding down bolts
Completion of pumping arrangements Boilers fixed Engines tried under steam
Completion of fitting sea connections Stern tube Screw shaft and propeller
Main boiler safety valves adjusted Thickness of adjusting washers

Material of Crank shaft S.M. arm Identification Mark on Do. LLOYDS N° 217 J.B.S. 10.1.20 Material of Thrust shaft S.M. arm Identification Mark on Do. LLOYDS N° 218 J.B.S. 10.1.20
Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts S.M. arm Identification Marks on Do. LLOYDS N° 219 J.B.S. 10.1.20
Material of Steam Pipes Test pressure

Is an installation fitted for burning oil fuel ☒ Yes.

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.)

The machinery & boilers as stated in this report have been constructed in accordance with the Society's rules and approved plans which are herewith forwarded to London Office. The workmanship is good and material used in the construction is of good ductile quality and duly tested as required. All cylinders, Condenser & stern tube have been tested under high pressure & found tight. Boilers tested to twice the working pressure viz 360 lbs per sq inch, found tight in every respect and no getting whatever.

The machinery & boilers have been sent to Messrs de Wed Kroel's Scheepswerf & machine fabriek at Hlikkerweer (Rott district) in order to be placed on their S.S. 565. A copy of this report and the pumping & liquid fuel arrangement plan have been forwarded to the Society's Rotterdam district Messrs. As regards the liquid fuel installation it has been reported that this will be fitted by the Smith's Dock Co Ltd Middlesbrough.

The amount of Entry Fee ... £ : : When applied for, 2/3 Special ... £ 145.20 : July 1920
Donkey Boiler Fee ... £ : : When received, Travelling Expenses (if any) £ 1:- : July 1920

Committee's Minute

Assigned See minute on Rot 11495

Engineer Surveyor to Lloyd's Register of Shipping.



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