

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Date of writing Report 2. 9. 1926 When handed in at Local Office

Port of Rotterdam

No. in Survey held at
Reg. Book.

Date, First Survey 15. 12. 25 Last Survey 3. 9. 26 1926

on the *Heel Suro Steamer* **WESTLAND**Built at *Alblasserdam* By whom built *J. J. J. J. J.*

Yard No. 494

Tons { Gross
Net

When built 1926

Engines made at *Flushing*By whom made *Kon. My. De Schelde*

Engine No. 383

when made 1926

Boilers made at *Flushing*By whom made *Kon. My. De Schelde*

Boiler No. 864-65

when made 1926

Registered Horse Power

Owners *Schoep & Heenkolen My*Port belonging to *Rotterdam*

Nom. Horse Power as per Rule

253304

Is Refrigerating Machinery fitted for cargo purposes

Yes

Is Electric Light fitted

Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Vertical triple expansion

Revs. per minute 85

Dia. of Cylinders *12 1/2 x 37 x 62*Length of Stroke *39*No. of Cylinders *3*No. of Cranks *3*

Crank shaft, dia. of journals

11 1/8

Crank pin dia.

12

Crank webs

Mid. length breadth

4 3/4

shrink

Thickness parallel to axis

*1 1/2**2 3/4*

Intermediate Shafts, diameter

11 1/8

as fitted

11 1/8

as per Rule

11 1/8

Thrust shaft, diameter at collars

12

as fitted

12

as per Rule

12

as fitted

12

as per Rule

Tube Shafts, diameter

12 1/8

as fitted

12 1/8

as per Rule

12 1/8

Screw Shaft, diameter

12 1/8

as fitted

12 1/8

as per Rule

*12 1/8*Is the { tube
screw } shaft fitted with a continuous liner*No*

Bronze Liners, thickness in way of bushes

*as per Rule**as fitted*

Thickness between bushes

*as per Rule**as fitted**as per Rule**as fitted*

Is the after end of the liner made watertight in the

*propeller boss**Yes**Yes**Yes**Yes*

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

*Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**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**Yes*

If two liners are fitted, is the shaft lapped or protected between the liners

*Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes*

Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft

*Yes**Yes**Yes**Yes**Yes**Yes**Yes*

Propeller, dia.

14-0

Pitch

14-0

No. of Blades

4

Material

Cast iron

whether Moveable

No

Total Developed Surface

12

sq. feet

*12**12**12**12*

Feed Pumps worked from the Main Engines, No.

2

Diameter

3 1/4

Stroke

21

Can one be overhauled while the other is at work

*Yes**Yes**Yes**Yes**Yes**Yes**Yes*

Bilge Pumps worked from the Main Engines, No.

2

Diameter

5

Stroke

21

Can one be overhauled while the other is at work

*Yes**Yes**Yes**Yes**Yes**Yes**Yes*

Feed Pumps

No. and size

One à 8 1/2 x 6 x 18

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

1. 9 x 10 x 10

How driven

*Steam**Steam**Steam**Steam**Steam**Steam**Steam**Steam*

Ballast Pumps, No. and size

1 à 9 x 10 x 10

Lubricating Oil Pumps, including Spare Pump, No. and size

*1**1**1**1**1**1**1**1**1**1**1**1**1**1**1*

Are two independent means arranged for circulating water through the Oil Cooler

*Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes*

Bilge Pumps;—In Engine and Boiler Room

*2 à 3 1/2 x 2 à 3**One in tunnel well à 2 1/2**1**1**1**1**1**1**1**1**1**1**1**1**1**1**1*

In Holds, &c.

*2 in forehold à 3**2 in afterhold à 3**1**1**1**1**1**1**1**1**1**1**1**1**1**1**1*

Main Water Circulating Pump Direct Bilge Suctions, No. and size

*One à 6**1**1**1**1**1**1**1**1**1**1**1**1**1**1**1**1*

Independent Power Pump Direct Suctions to the Engine Room Bilges,

*One à 6**1**1**1**1**1**1**1**1**1**1**1**1**1**1**1**1*

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

*Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**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**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes**Yes*

Are all Sea Connections fitted direct on the skin of the ship

Yes

During progress of work in shops - - - 25/12 25 26/11 16/12 2/13 8/13 13/13 6/14 16/14 26/14 10/15 20/15 8/16 22/16 6/17
Dates of Survey while building During erection on board vessel - - - 1/8 30/8 10/9 27/9 30/9 3/10 26
Total No. of visits 21

Dates of Examination of principal parts - Cylinders 17/12 26/11 2/13 8/13 13/13 20/15 13/16 13/16 26 Covers 13/16 14
Pistons 13/13 20/15 26 Piston Rods 26/11 16/12 13/13 26 Connecting rods 26/11 16/12 13/13 26
Crank shaft Made in Germany Thrust shaft 26/11 16/12 13/13 26 Intermediate shafts 26/11 16/12 13/13 26
Tube shaft L Screw shaft 16/12 8/16 26 Propeller 8.6.26
Stern tube 26.4.26 Engine and boiler seatings 1.7.26 Engines holding down bolts 30/9
Completion of fitting sea connections 1.7.26 8.7.26
Completion of pumping arrangements 27.8.26 Boilers fixed 30.7.26 Engines tried under steam 30.8.26
Main boiler safety valves adjusted 27.8.26 Thickness of adjusting washers 12.5 B 18 19.5 B 18 19.5 B 18 19.5 B 18
Crank shaft material J. M. Heel Identification Mark Lloyd's ex. 6801 MB. 14.12.25 Thrust shaft material J. M. Heel Identification Mark Lloyd's ex. 6801 MB. 14.12.25
Intermediate shafts, material J. M. Heel Identification Marks Lloyd's ex. 12432.33.34 MB. 14.12.25 Tube shaft, material L Identification Mark L
Screw shaft, material J. M. Heel Identification Mark Lloyd's ex. 6801 MB. 14.12.25 Steam Pipes, material Heel Test pressure 1540 lb Date of Test 16.8.26
Is an installation fitted for burning oil fuel L Is the flash point of the oil to be used over 150°F. L
Have the requirements of the Rules for carrying and burning oil fuel been complied with L
Is this machinery duplicate of a previous case No If so, state name of vessel L

General Remarks (State quality of workmanship, opinions as to class, &c. This 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 was found in a good working condition during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with * LMC 9.26.09.

It is submitted that this vessel is eligible for THE RECORD. + LMC 9.26.09. FD.

The amount of Entry Fee ... £ 48.00
Special ... £ 455.40
Donkey Boiler Fee ... £ 91.80
Travelling Expenses (if any) ... £ 260.00

When applied for, 6/9 1926

When received, 20.9.26

20.10.26

10/

Engineer's Signature to Lloyd's Register of Shipping.

Committee's Minute

TUES. 14 SEP 1926

Assigned

+ LMC 9:26 FD.

CERTIFICATE WRITTEN



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Lloyd's Register Foundation

Notterdam Surveyors