

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report 2. 9. 1926 When handed in at Local Office 19 Port of Rotterdam  
 No. in Survey held at Flushing Date, First Survey 15. 12. 25 Last Survey 3. 9. 26 1926  
 Reg. Book. on the Steel Screw Steamer WESTLAND (Number of Visits 11)  
 Built at Blarferdam By whom built J. J. Smut Crn Yard No. 494 When built 1926  
 Engines made at Flushing By whom made Hon. Mr. De Schelde Engine No. 383 when made 1926  
 Boilers made at Flushing By whom made Hon. Mr. De Schelde Boiler No. 804-65 when made 1926  
 Registered Horse Power 253 Owners Schoep & Heenkolen My Port belonging to Rotterdam  
 Nom. Horse Power as per Rule 253.304 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 22 1/2 x 37 x 62 Length of Stroke 39 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals 11 5/8 as per Rule 11 7/8 Crank pin dia. 12 Crank webs Mid. length breadth 7 1/2 shrunk Thickness parallel to axis 7 1/2 Mid. length thickness 4 1/2 Thickness around eye-hole 4 1/8  
 Intermediate Shafts, diameter as per Rule 11 1/8 as fitted 11 1/8 Thrust shaft, diameter at collars as per Rule 12 as fitted 12  
 Tube Shafts, diameter as per Rule 12 7/8 as fitted 12 7/8 Screw Shaft, diameter as per Rule 12 7/8 as fitted 12 7/8 Is the tube shaft fitted with a continuous liner No  
 Bronze Liners, thickness in way of bushes as per Rule 1/2 as fitted 1/2 Thickness between bushes as per Rule 1/2 as fitted 1/2 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 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  
 Length of Bearing in Stern Bush next to and supporting propeller 5'-0"  
 Propeller, dia. 14'-0" Pitch 17'-0" No. of Blades 4 Material Cast iron whether Moveable No Total Developed Surface 72 sq. feet  
 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  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 21" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size One à 8 1/2 x 6 x 18 Pumps connected to the Main Bilge Line { No. and size 1. 9 x 10 x 10  
 How driven Steam How driven Steam  
 Ballast Pumps, No. and size 1 à 9 x 10 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size 1  
 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 1/2" 2 à 3" One in tunnel well à 2 1/2"  
 In Holds, &c. 2 in forehold à 3" 2 in afterhold à 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One à 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One à 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 How are they protected humber boards  
 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 Yes Is it fitted with a watertight door Yes worked from Upper platform

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 4228 sq. ft.  
 Is Forced Draft fitted Yes No. and Description of Boilers 2 Multitubular Main SE Working Pressure 180 lbs.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? —

**PLANS.** Are approved plans forwarded herewith for Shafting 14-10-25 Main Boilers 14-10-25 Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval)  
 Superheaters — General Pumping Arrangements 22-1-26 Oil fuel Burning Piping Arrangements —

**SPARE GEAR.** State the articles supplied:—Two bottom end bolts and nuts, two top end bolts and nuts, 2 main bearings bolts, one set of coupling bolts, one set of bilge and feed pump valves, one set of patent rings for each cylinder, a quantity of assorted bolts and nuts and iron of various sizes, 1 propeller, propeller shaft, feed pump plunger, one air pump bucket rod, one circulating pump rod, one eccentric strap, one set of bottom end brasses and one HP piston slide valve.

The foregoing is a correct description,

KON. MY. "DE SCHELDE".

*[Signature]*

Manufacturer.



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Lloyd's Register Foundation

N1062-0225

During progress of work in shops - - *25/12 25 26/11 12 13 13 13 14 16/14 26/14 10/15 20/15 8/16 22/16 6/17*  
 Dates of Survey while building *1/7 8/7 30/7 10/8 27/8 30/8 3/9 26*  
 During erection on board vessel - - -  
 Total No. of visits *21*

Dates of Examination of principal parts - Cylinders *17/12 26/11 2/12 8/12 13/12 13/12 13/12 15/12 15/12 16/12* Pistons *13/3 20/26* 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 *30/4*  
 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 *5/8 1/8 5/8 1/8 19/2 20 mm*  
 Crank shaft material *J. M. Heel* Identification Mark *Lloyds ex. 6801 MB. 14.12.25* Thrust shaft material *J. M. Heel* Identification Mark *Lloyds ex. 6801 MB. 14.12.25*  
 Intermediate shafts, material *J. M. Heel* Identification Marks *Lloyds ex. 14032.33.34 MB. 2.12.25* Tube shaft, material *L* Identification Mark *L*  
 Screw shaft, material *J. M. Heel* Identification Mark *Lloyds ex. 6801 MB. 7.12.25* Steam Pipes, material *Steel* Test pressure *150 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.

*J.W.D.*  
*14/9/26.*

The amount of Entry Fee ... *£ 48.00* When applied for, *6/9 1926*  
 Special ... *£ 455.40*  
 Donkey Boiler Fee *£ 91.80* When received, *20.9.26*  
 Travelling Expenses (if any) *£ 260.00* *20.10.26*

*J. J. Schoo*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUES. 14 SEP 1926*

Assigned *+ L.M.C. 9:26 F.D.*

Rotterdam Surveyors

