

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

of writing Report *27.7.1926* When handed in at Local Office *19* Port of *Rotterdam*
 in Survey held at *Bolnes* Date, First Survey *27.8.1920* Last Survey *17.7.1926*
 g. Book. on the *Steel Screw Steamer GROENLO* (Number of Visits *12*)
 built at *Bolnes* By whom built *N.V. Boele'sche Scheep- & Machinefabr.* Yard No. *119*
 Engines made at *Bolnes* By whom made *"* Engine No. *46* when made *1926*
 Boilers made at *Bolnes* By whom made *"* Boiler No. *57.58* when made *1926*
 Registered Horse Power *—* Owners *"Hoonv. M. Noordree"* Port belonging to *Amsterdam*
 n. Horse Power as per Rule *209* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*
 de for which Vessel is intended

1878-318-5176
 LINES, &c. — Description of Engines *Vertical triple expansion* Revs. per minute
 of Cylinders *480x790x1320* Length of Stroke *920* No. of Cylinders *3* No. of Cranks *3*
 ank shaft, dia. of journals *as per Rule 256 melle* Crank pin dia. *256 melle* Crank webs *Mid. length breadth 360 melle* Thickness parallel to axis *204 melle*
as fitted 256 melle Mid. length thickness *170 melle* Thickness around eye-hole *112 melle*
 rmediate Shafts, diameter *as per Rule 245 melle* Thrust shaft, diameter at collars *as per Rule 256 melle*
as fitted 245 melle *as fitted 256 melle*
 e Shafts, diameter *as per Rule 202 melle* Is the *tube* shaft fitted with a continuous liner *Yes*
as fitted 202 melle *as fitted 202 melle*
 ize Liners, thickness in way of bushes *as per Rule 19 melle* Thickness between bushes *as per Rule 19 melle* Is the after end of the liner made watertight in the
as fitted 19 melle *as fitted 19 melle* *Yes*
 ller boss *Yes* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *One length*
 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
 o 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
 of the tube shaft *No* Length of Bearing in Stern Bush next to and supporting propeller *1200 melle*
 eller, dia. *410 melle* Pitch *4330 melle* No. of Blades *4* Material *Cast iron* whether Movable *No* Total Developed Surface *6,000 sq. feet*
 Pumps worked from the Main Engines, No. *2* Diameter *60 melle* Stroke *540 melle* Can one be overhauled while the other is at work *Yes*
 Pumps worked from the Main Engines, No. *2* Diameter *76 melle* Stroke *540 melle* Can one be overhauled while the other is at work *Yes*
 { No. and size *One 230x160x380 melle* Pumps connected to the { No. and size *One 190x220x360 melle*
 { How driven *Steam* Main Bilge Line { How driven *Steam*
 st Pumps, No. and size *One 190x220x360 melle* Lubricating Oil Pumps, including Spare Pump, No. and size *—*
 o independent means arranged for circulating water through the Oil Cooler
 Pumps;—In Engine and Boiler Room *4 2 40 melle* *One in tunnel well 2 40 melle*
 ds, &c. in Forehold *2 2 40 melle* in afterhold *4 2 40 melle* *2 in dry tank 2 40 melle*

Water Circulating Pump Direct Bilge Suctions, No. and size *One 130 melle* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 d size *One 80 melle* Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *Yes*
 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*
 Sea Connections fitted direct on the skin of the ship *Yes* Are they fitted with Valves or Cocks *Both*
 y 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*
 y 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*
 Pipes are carried through the bunkers *None* How are they protected *—*
 Pipes pass through the deep tanks *—* Have they been tested as per Rule *—*
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *Yes*
 rrangement 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
 ment to another *Yes* Is the Shaft Tunnel watertight *Yes* Is it fitted with a watertight door *Yes* worked from *Upper platform*

BOILERS, &c. — (Letter for record *S*) Total Heating Surface of Boilers *3654 sq. ft.*
 ed Draft fitted *No* No. and Description of Boilers *2 single ended Multitubular* Working Pressure *100 lbs*

REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*
 DONKEY BOILER FITTED? *No* If so, is a report now forwarded? *—*

VS. Are approved plans forwarded herewith for Shafting *10.9.19* Main Boilers *10.8.20* Auxiliary Boilers *—* Donkey Boilers *—*
 (If not state date of approval)
 ters *—* General Pumping Arrangements *12.4.24* Oil fuel Burning Piping Arrangements *—*

GEAR. State the articles supplied:— *2 connecting rod bolts and nuts, 2 tie rods
 ts and nuts, 2 main bearing bolts and nuts, one set of coupling
 ts, one set of feed and bilge pump valves, one set of piston rings,
 quantity of assorted bolts and nuts and iron of various sizes
 screw shaft with continuous liner and one propeller*

The foregoing is a correct description,

N.V. "Boele's Scheepswerven
 en Machinefabriek

Manufacturer.



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Lloyd's Register
 Foundation

W 171 - 0135

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

1920 2/8 1/9 26/10 1/11 1921 1/2 1924 1/12 8/12 1925 29/1 29/11 1926 1/3 9/4
1926 25/1 10/6 10/6 1/7 8/7 1/7
Dates of Examination of principal parts—Cylinders 6/9 26/10 1/11 Slides 3.11.20 Covers 3.11.20
Pistons 3.11.20 Piston Rods 3.11.20 Connecting rods 3.11.20
Crank shaft 3.11.20 Thrust shaft 29.12.25 Intermediate shafts 29.12.25
Tube shaft 29.12.25 Screw shaft 29.12.25 Propeller 29.12.25
Stern tube 29.9.25 Engine and boiler seatings 6.5.26 Engines holding down bolts 18.6.26
Completion of pumping arrangements Boilers fixed 25.5.26 Engines tried under steam 17.4.26
Main boiler safety valves adjusted 17.4.26 Thickness of adjusting washers SB 50 11mm SB 18mm
Crank shaft material J.M. Steel Identification Mark LLOYDS No. 5673 H.K. 15.3.20 Thrust shaft material J.M. Steel Identification Mark LLOYDS No. 5674 H.K. 15.3.20
Intermediate shafts, material J.M. Steel Identification Marks LLOYDS No. 5675 H.K. 15.3.20 Tube shaft, material L Identification Mark L
Screw shaft, material J.M. Steel Identification Mark LLOYDS No. 5676 H.K. 14.4.20 Steam Pipes, material Steel Test pressure 540 lbs Date of Test 18.6.26
Is an installation fitted for burning oil fuel No 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.) The machinery has been built in accordance with the Society's Rules approved plans and Secretary's letters, material to as required and workmanship good, that was found in a good working condition during a trial trip on the North Sea, I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with **LMC 7-26 CL**.

It is submitted that this vessel is eligible for THE RECORD. LMC 7-26 C.L.

22/11/26
5/8/26

J.R.L.

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

The amount of Entry Fee ... £ 40.00 When applied for, 29/11 1926
Special ... £ 627.00
Donkey Boiler Fee ... £
Travelling Expenses (if any) £ 35.00 When received, 18/6/26

Committee's Minute

Assigned

+ LMC 7:26
C.L.

Engineer Surveyor to Lloyd's Register of Shipping



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