

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 30 Oct 1924 When handed in at Local Office 19 Port of Rotterdam 10 NOV 1924  
 No. in Survey held at Slidrecht Date, First Survey 12 Nov 1923 Last Survey 10 Oct 1924  
 Reg. Book. on the Steel Screw Stepper Barge TATAM IV (Number of Visits 10)  
 Built at Slidrecht By whom built M. Schiepmans & Maatschappij De Vloot Yard No. 201 Tons { Gross 1924  
 Engines made at Slidrecht By whom made Olthoff Engine No. 132 when made 1914  
 Boilers made at Rotterdam By whom made Pratt & Donaghue Boiler No. 207 when made 1914  
 Registered Horse Power 108 Owners Messrs E. H. Campbell Ltd Port belonging to London  
 Nom. Horse Power as per Rule 108 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c. Vertical Triple Expansion  
 Dia. of Cylinders 14" 22 1/8" 36 1/4" Length of Stroke 600 mels Revs. per minute 160 No. of Cylinders 3 No. of Cranks 3  
 Dia. of Crank shaft journals as 18 1/2 mels Dia. of Crank pin 18 1/2 mels Crank webs Mid. length breadth 280 mels Thickness parallel to axis 116 mels  
 as fitted 18 1/2 mels Mid. length thickness 125 mels If shrunk Thickness around eye-hole 84 mels  
 Diameter of Thrust shaft under collars as 18 1/2 mels Diameter of Tunnel shaft as per rule Diameter of Screw shaft as 20 1/8 mels Is the Screw shaft  
 as fitted 18 1/2 mels as fitted 20 1/8 mels  
 fitted with a continuous liner the whole length of the stern tube No liner 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 joints burned 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 appliance fitted at the after end of the shaft to permit  
 of it being efficiently lubricated No Length of Stern Bush 860 mels Diameter of Propeller 3 1/2 beta  
 Pitch of Propeller 23 40 mels No. of Blades 4 State whether Moveable No Total Surface 2.97 sq. feet  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 40 mels Stroke 300 mels Can one be overhauled while the other is at work Yes  
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 40 mels Stroke 500 mels Can one be overhauled while the other is at work Yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps One à 6 x 4 x 6"  
 No. and size of Pumps connected to the Main Bilge Line One à 6 x 4 x 6"  
 No. and size of Ballast Pumps 1 No. and size of Lubricating Oil Pumps, including Spare Pump 1  
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 3 à 6 1/2 mels (2.55) and in Holds, &c. 1 in forehold à 6 mels  
4 in anchor chambers à 6 mels

No. and size of Main Water Circulating Pump Bilge Suctions One à 100 mels No. and size of Donkey Pump Direct Suctions  
 to the Engine Room Bilges Yes one à 6 1/2 mels 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 connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 are carried through the bunkers Bilge pipes How are they protected From plates  
 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 Screw Shaft Tunnel watertight No tunnel Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2100 sq. ft  
 Is Forced Draft fitted No No. and Description of Boilers One single ended Mangle Working Pressure 105 lbs  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting 5.1.24 Main Boilers 11.12.23 Auxiliary Boilers 1 Donkey Boilers 1  
 (If not state date of approval)

General Pumping Arrangements 21.3.24 Oil and Fuel Burning Piping Arrangements 1

SPARE GEAR. State the articles supplied:—Two bottom end bolts and nuts, Two top end bolts and nuts, 2 main bearing bolts and nuts, One set of piston rings, One set of coupling bolts, one set of bilge and feed pump valves, One stem bush, A quantity of assorted bolts and nuts and iron of various sizes.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register Foundation

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1923 12/11 1924 Jan 14 Feb 11 March 12 April 18 June 6 July 21  
During progress of work in shops - -  
Dates of Survey while building  
During erection on board vessel - -  
Total No. of visits 10

Dates of Examination of principal parts - Cylinders 12/3 24 10-4-24 Slides 10-4-24  
Covers 14/1 13/3 Pistons 14-1-24 Rods 11-2-24  
Connecting rods 14/1 11/2 24 Crank shaft 20-1-24 Thrust shaft 20-1-24  
Tunnel shafts 14/1 11/2 24 Screw shaft 6-6-24 Propeller 6-6-24  
Stern tube 6-6-24 Engine and boiler seatings 21-7-24 Engines holding down bolts 21-8-24  
Completion of pumping arrangements 3-10-24 Boilers fixed 21-8-24 Engines tried under steam 10-10-24  
Completion of fitting sea connections 21-7-24 Stern tube 21-7-24 Screw shaft and propeller 21-7-24  
Main boiler safety valves adjusted 3-10-24 Thickness of adjusting washers 21 melle 22 melle  
Material of Crank shaft S.M. Steel Identification Mark on Do. LLOYDS N° 806 JS. 28-1-24  
Material of Thrust shaft S.M. Steel Identification Mark on Do. LLOYDS N° 832 JS. 28-1-24  
Material of Tunnel shafts Identification Marks on Do. L  
Material of Screw shafts S.M. Steel Identification Marks on Do. LLOYDS N° 810 JS. 16-1-24  
Material of Steam Pipes Copper Test pressure 370 lbs Date of Test 21-8-24  
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 Yes If so, state name of vessel TATANI III

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery has been made in accordance with the Society's Rules. Secretary's letters and approved plans. Material tested as required and workmanship good. The whole was found in a good working condition during a trial trip on the River Maas and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with  
✠ L.M.C. 10.24.

It is submitted that this vessel is eligible for THE RECORD. + LMC 10.24.

CMS AD.  
12/11/24

J. J. Ochoa  
Engineer/Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £36.00  
3/5 Special ... £195.00  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £10.00  
When applied for, 7/11 1924  
When received, 12/11 24

Committee's Minute  
Assigned  
FRI. 14 NOV 1924  
+ LMC 10.24



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