

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

19

When handed in at Local Office

P. F. 1929 Port of Glasgow

7 AUG 1929

No. in Survey held at  
Reg. Book.

Bowling

Date, First Survey

25.12.24

Last Survey 27th June 1929

(Number of Visits 12)

on the

S.T. "ARTHUR BEMELMANS"

Tons Gross 72  
Net 40

Built at

Bowling

By whom built

Scott &amp; Sons

Yard No. 300

When built 1929

Engines made at

Troon

By whom made

Ailsa S.B. Co.

Engine No. 96

when made 1920

Boilers made at

Glasgow

By whom made

A &amp; W. Dalziel

Boiler No. 803

when made 1925

Registered Horse Power

Owners

Societe pour la Navigation  
dans les Ports du Congo

Port belonging to

Matadi

Nom. Horse Power as per Rule

43 49

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

Sailing Purposes

ENGINES, &amp;c.—Description of Engines

Revs. per minute 125

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals

as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

6"

Is the tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

9/16" 1/2" 9/16"

Thickness between bushes

as per Rule

as fitted

7/16"

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

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

No

Length of Bearing in Stern Bush next to and supporting propeller

2'-0"

Propeller, dia.

6'-6"

Pitch

9'-6"

No. of Blades

4

Material

Cast Iron

whether Moveable

Yes

Total Developed Surface

17

sq. feet

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Feed Pumps

No. and size

How driven

Pumps connected to the

No. and size

How driven

Main Bilge Line

Ballast Pumps, No. and size

One 4 1/2" x 3" x 5"

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

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

One 2"

In Holds, &amp;c.

Forward One 2"

aft One 2"

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

One 2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size

One 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

Yes

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

Below

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

Do the Pipes pass through the bunkers

Steam Exhaust &amp; Feed Pipes

How are they protected

inside Steel Trunk

Do the pipes pass through the deep tanks

Yes

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

apartment to another

Yes

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

MAIN BOILERS, &amp;c.—(Letter for record

5

Total Heating Surface of Boilers

990 #

Forced Draft fitted

No

No. and Description of Boilers

One S.E. Marine Boiler

Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

(See Report 45041)

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting

(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SHAFTING. State the articles supplied:—

2 Top End Bolts; 2 Bottom End Bolts; 2 Main

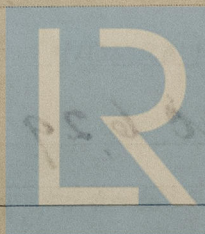
Bearing Bolts; 1 Set Coupling Bolts; 1 Set Feed Pump Valves; 1 Set Bilge Pump

Valves; 1 Set Air Pump Valves; 1 Set Circulating Pump Valves; 6 Condenser Tubes;

12 Condenser Tube Ferrules; 2 Dozen Assorted Bolts &amp; Nuts.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register

Foundation

010096-010102-0318



Dates of Survey while building  
During progress of work in shops - - 1924 Dec. 30.  
During erection on board vessel - - 1925 June 11-19-29 Aug 12. Sept 15. Nov 19-24 Dec 1-2.  
1927 Feb 14. 1929 June 27.  
Total No. of visits 12.

Dates of Examination of principal parts—Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft Intermediate shafts 6-2-25  
Tube shaft Screw shaft 30-12-24 Propeller 24-11-25  
Stern tube 24-11-25 Engine and boiler seatings 24-11-25 Engines holding down bolts 24-11-25  
Completion of fitting sea connections 24-11-25  
Completion of pumping arrangements 27-6-29 Boilers fixed 24-11-25 Engines tried under steam 27-6-29.  
Main boiler safety valves adjusted 27-6-29 Thickness of adjusting washers Port 3/8" Starboard 3/8"  
Crank shaft material Identification Mark Thrust shaft material Identification Mark  
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark  
Screw shaft, material Steel Identification Mark LLOYDS 926 Steam Pipes, material Copper Test pressure 360 lbs Date of Test 19-11-25  
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for the use of oil as fuel been complied with  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements 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 engines have now been opened out and examined, found in good order, no deterioration  
The boiler was also examined internally, and found free from deterioration.  
The engines and boiler have been properly fitted on board and tried under full working conditions.  
This machinery is eligible, in my opinion, to have the record in the Register Book of L.M.C. 6-29.

A.B.  
3/8/29

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 6-29. C.L.

(Date of build of 20th 1929)

GRK B.H. 8/8/29

The amount of Entry Fee ... £ 2 : 0  
Special ... £ 5 : 5  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ :  
When applied for, 6 - AUG 1929  
When received, 8-8-29

J. L. Manson  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 6 - AUG 1929  
Assigned + L.M.C. 6, 29