

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 13848-6

Received at London Office
-3 NOV 1924

Writing Report 30 Oct 1924 When handed in at Local Office

19 Port of Rotterdam

Survey held at Halkbommel Date, First Survey 20 May Last Survey 22 Oct 1924
(Number of Visits 5)

on the Heed Screw Tug N° 477. Tons { Gross Net

at Halkbommel By whom built J. Meyers ship building Co Yard No. 477 When built 1924

es made at Coatbridge By whom made Wm Beardmore & Co Ltd Engine No. 601 when made 1924

rs made at Glasgow By whom made D. Rowan & Co Ltd Boiler No. 223 when made 1924

stered Horse Power Owners James Dredging Co Port belonging to H

Horse Power as per Rule 110 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes

INES, &c.—Description of Engines See Glasgow report N° 43827.

of Cylinders Length of Stroke Revs. per minute No. of Cylinders No. of Cranks

of Crank shaft journals as per rule Dia. of Crank pin Crank webs Mid. length breadth If shrunk Thickness parallel to axis

meter of Thrust shaft under collars as per rule Diameter of Tunnel shaft as per rule Diameter of Screw shaft as per rule Is the Screw shaft

d with a continuous liner the whole length of the stern tube Is the after end of the liner made watertight in the propeller boss

the liner is in more than one length are the joints burned If the liner does not fit tightly at the part

ween the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

two liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit

oil being efficiently lubricated Length of Stern Bush Diameter of Propeller

itch of Propeller No. of Blades State whether Moveable Total Surface square feet.

No. of Feed Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work

No. of Bilge Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work

Total number and size of power driven Feed and Bilge Auxiliary Pumps two à 6'x4'x6"

No. and size of Pumps connected to the Main Bilge Line two à 6'x4'x6"

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

Are two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 à 2" and in Holds, &c. 1 in fore hold à 2" one

in fore peak à 2". One underneath Perico space à 2"

No. and size of Mai Water Circulating Pump Bilge Suctions Yes 4" No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges One à 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 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 None How are they protected

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 None Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1980 sq ft

Is Forced Draft fitted No No. and Description of Boilers One Single ended Marine Working Pressure 100 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Returned

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

General Pumping Arrangements Approved 1-4-24 Oil Fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—Two top end bolts and nuts, two bottom

end bolts and nuts, 2 main bearing bolts, one set of coupling

bolts, 1 set of feed and bilge pump valves, 1 set of piston rings,

A quantity of assorted bolts and nuts and iron of various sizes

The foregoing is a correct description,

Manufacturer.



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011001-011010-0210

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - -
 Total No. of visits: 5

May 20 July 16 Aug 11 Sept 26 October 22

Dates of Examination of principal parts - Cylinders

Covers

Pistons

Slides

Connecting rods

Crank shaft

Rods

Tunnel shafts

Screw shaft

Thrust shaft

Stern tube

Engine and boiler seatings

Propeller

Completion of pumping arrangements

22.10.24

Boilers fixed

26.9.24

Engines holding down bolts

26th Sept 19

Completion of fitting sea connections

11.8.24

Stern tube

11.8.24

Engines tried under steam

22.10.2

Main boiler safety valves adjusted

22.10.24

Thickness of adjusting washers

SB 11 m 46 Port 11 1/2 m 46

Material of Crank shaft

Identification Mark on Do.

Material of Thrust shaft

Identification Mark on Do.

Material of Tunnel shafts

Identification Marks on Do.

Material of Screw shafts

Identification Marks on Do.

Material of Steam Pipes

Copper

Test pressure

360 lbs

Date of Test

26-9-24

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 carrying and burning oil fuel been complied with

Yes

Is this machinery duplicate of a previous case

Yes

If so, state name of vessel

2nd No 476

General Remarks

(State quality of workmanship, opinions as to class, &c.)

The machinery and boiler

having been made in accordance with the approved plans
 Society's Rules and Secretary's letters and now satisfactory
 fitted and found in a good working condition.
 I am of opinion that this vessel is eligible to be recorded
 in the Society's Register Book with **LMC 10.24 OG.**

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

JWD. RJS.
 4/11/24

The amount of Entry Fee

£ 36.00

Port Special

£ 40.00

Donkey Boiler Fee

£

Travelling Expenses (if any)

£ 62.00

When applied for,

20/10/1924

When received,

20/10/24

Committee's Minute

FRI. 7 NOV 1924

Assigned

+ Lmb 10.24

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



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