

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 13848-6

Received at London Office

3 NOV 1924

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Writing Report 30 Oct 1924 When handed in at Local Office 19 Port of Rotterdam
 Survey held at Haltbommel Date, First Survey 20th May Last Survey 22 Oct 1924
 on the Steel Screw Tug N^o 477 (Number of Visits 5)
 at Haltbommel By whom built J. Meyers Shipbuilding Co Yard No. 477 Tons } Gross
 } Net
 when built 1924
 es made at Coatbridge By whom made W^m Beardmore & Co Ltd Engine No. 601 when made 1924
 rs made at Glasgow By whom made D. Rowan & Co Ltd Boiler No. 523 when made 1924
 orted Horse Power 110 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

INES, &c.—Description of Engines See Glasgow report N^o 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
 as fitted Mid. length thickness Thickness around eye-hole
 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 as fitted
 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
 between 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
 Pitch 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 6x4x6"
 No. and size of Pumps connected to the Main Bilge Line two à 6x4x6"
 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 suctions 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 forepeak à 2" One underneath Perero 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
 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
 Are all connections with the sea direct on the skin of the ship Are they Valves or Cocks Both
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates 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 Are the Blow Off Cocks fitted with a spigot and brass covering plate
 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
 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 Is the Screw Shaft Tunnel watertight 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. and Description of Boilers One Single ended Main Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Returned
 IS A DONKEY BOILER FITTED? 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 couplings
bolts, 1 set of feed and bilge pump valves, 1 set of piston rings,
a quantity of assorted bolts and nuts and washers of various sizes

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register Foundation

011001-011010-0210

Dates of Survey while building:

- During progress of work in shops - -
- During erection on board vessel - - - *May 20 July 16 Aug 11 Sept 26 October 22*

 Total No. of visits: *5*

Dates of Examination of principal parts - Cylinders

Covers	<input checked="" type="checkbox"/>	Pistons	<input checked="" type="checkbox"/>	Slides	<input checked="" type="checkbox"/>
Connecting rods	<input checked="" type="checkbox"/>	Crank shaft	<input checked="" type="checkbox"/>	Rods	<input checked="" type="checkbox"/>
Tunnel shafts	<input checked="" type="checkbox"/>	Screw shaft	<input checked="" type="checkbox"/>	Thrust shaft	<input checked="" type="checkbox"/>
Stern tube	<input checked="" type="checkbox"/>	Engine and boiler seatings	<i>20 May 1924</i>	Propeller	<input checked="" type="checkbox"/>
Completion of pumping arrangements	<i>22-10-24</i>	Boilers fixed	<i>26-9-24</i>	Engines holding down bolts	<i>26th of Sept 1924</i>
Completion of fitting sea connections	<i>11-8-24</i>	Stern tube	<i>11-8-24</i>	Engines tried under steam	<i>22-10-24</i>
Main boiler safety valves adjusted	<i>22-10-24</i>	Thickness of adjusting washers	<i>SB 11 mm 40 Port 11 1/2 mm 40</i>	Screw shaft and propeller	<i>11-8-24</i>
Material of Crank shaft	<input checked="" type="checkbox"/>	Identification Mark on Do.	<input checked="" type="checkbox"/>		
Material of Thrust shaft	<input checked="" type="checkbox"/>	Identification Mark on Do.	<input checked="" type="checkbox"/>		
Material of Tunnel shafts	<input checked="" type="checkbox"/>	Identification Marks on Do.	<input checked="" type="checkbox"/>		
Material of Screw shafts	<input checked="" type="checkbox"/>	Identification Marks on Do.	<input checked="" type="checkbox"/>		
Material of Steam Pipes	<i>Copper</i>	Test pressure	<i>360 lbs</i>	Date of Test	<i>26-9-24</i>
Is an installation fitted for burning oil fuel	<input checked="" type="checkbox"/>	Is the flash point of the oil to be used over 150° F.	<i>Yes</i>		
Have the requirements of the Rules for carrying and burning oil fuel been complied with	<i>Yes</i>				
Is this machinery duplicate of a previous case	<i>Yes</i>	If so, state name of vessel	<i>2/3 No. 476</i>		

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery and boiler having been made in accordance with the approved plans of the Society's Rules and Secretary's letters and now satisfactorily 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.

J.W.D. R.S.
 4/11/24

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

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*



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