

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 3-4-1928 When handed in at Local Office 19 Port of Port Elisabeth
 No. in Survey held at Krimpen Id. Lek. Date, First Survey 24-2-28 Last Survey 29-3-1928
 Reg. Book. on the Steel single screw steam sea going hopper suction dredger "Kabeljou" Tons { Gross 290.
 Built at Kinderdijk By whom built J. K. Smit. Yard No. 701. When built 1923.
 Engines made at Kinderdijk By whom made J. K. Smit. Engine No. 612. when made 1923.
 Boilers made at do By whom made do Boiler No. 616. when made 1923.
 Registered Horse Power - Owners South African Railway, Harbours Port belonging to Port Elisabeth Administration.
 Nom. Horse Power as per Rule 54- Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes.
 Trade for which Vessel is intended -

ENGINES, &c.—Description of Engines compound marine engine. Revs. per minute 160.
 Dia. of Cylinders 320 x 640 mm. Length of Stroke 460 mm. No. of Cylinders 2. No. of Cranks 2.
 Crank shaft, dia. of journals as per Rule 135 mm. Crank pin dia. 135 mm. Crank webs Mid. length breadth 165 mm. Thickness parallel to axis -
 Intermediate Shafts, diameter as per Rule 125 mm. Thrust shaft, diameter at collars as per Rule 135 mm.
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 150 mm. Is the tube shaft fitted with a continuous liner no
 Bronze Liners, thickness in way of bushes as per Rule - Thickness between bushes as per Rule - Is the after end of the liner made watertight in the propeller boss -
 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 -
 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 -
 Propeller, dia. 1900 mm. Pitch 1800 mm. No. of Blades 4. Material C. Iron. whether Moveable no. Total Developed Surface 1.42 H² sq. feet
 Feed Pumps worked from the Main Engines, No. 1. Diameter 60 mm. Stroke 230 mm. Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. 1. Diameter 60 mm. Stroke 230 mm. Can one be overhauled while the other is at work -
 Feed Pumps { No. and size 1. 110 x 120 x 100. Pumps connected to the { No. and size one 110 x 120 x 100.
 How driven steam driven. Main Bilge Line { How driven steam driven.
 Ballast Pumps, No. and size one 110 x 120 x 100. Lubricating Oil Pumps, including Spare Pump, No. and size -
 Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 à 50 mm.
 In Holds, &c. in air chambers (boying spaces) port, starb one à 50 mm., four ships à 50 mm.

Main Water Circulating Pump Direct Bilge Suctions, No. and size one à 50 mm. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 à 50 mm. 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 both.
 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 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 pass through the bunkers none How are they protected -
 What pipes pass through the deep tanks - 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 compartment to another - Is the Shaft Tunnel watertight - Is it fitted with a watertight door - worked from -

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 100 H² 1077 #
 Is Forced Draft fitted Yes No. and Description of Boilers one multitubular Working Pressure 8.4 kg. cm²
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? -

PLANS. Are approved plans forwarded herewith for Shafting 1-2-28. Main Boilers 1-2-28 Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)

Superheaters - General Pumping Arrangements 1-2-28. Oil fuel Burning Piping Arrangements -

SPARE GEAR. State the articles supplied:—Two top end bolts and nuts, two bottom end bolts and nuts, 1 set of piston rings for each cylinder, 2 main bearing bolts, one set of coupling bolts, one set of feed and bilge pump valves, one set of crank pin brasses, one set of crosshead brasses, one spare screw shaft.

The foregoing is a correct description,

Manufacturer.



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Foundation

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

2 1/2 - 1-14-29/3-28.

4.

Dates of Examination of principal parts—Cylinders 2 1/2-28. Slides 2 1/2-28. Covers 2 1/2-28.
Pistons 2 1/2-28. Piston Rods 2 1/2-28. Connecting rods 2 1/2-28.
Crank shaft 1-3-28. Thrust shaft 1-3-28. Intermediate shafts 1-3-28.
Tube shaft ✓. Screw shaft 1-17/3-28. Propeller 2 1/2-28.
Stern tube 1-3-28. Engine and boiler seatings 1-3-28. Engines holding down bolts 1-3-28.
Completion of fitting sea connections 27-2-28.
Completion of pumping arrangements 27-2-28. Boilers fixed ✓. Engines tried under steam 29-3-28.
Main boiler safety valves adjusted 29-3-28. Thickness of adjusting washers
Crank shaft material S.M. steel Identification Mark BV. Thrust shaft material S.M. Identification Mark BV
Intermediate shafts, material S.M. steel Identification Marks BV. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material S.M. steel Identification Mark Royal's no. 1126. Steam Pipes, material steel Test pressure ✓ Date of Test ✓
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 no If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery and boiler have been examined, all parts verified with the approved plans and found in order. The whole has been tried under full working condition and found in order.

I am of opinion that the vessel is eligible to be recorded in the Society's Register book with - L.M.C. 3-28.

It is submitted that this vessel is eligible for THE RECORD.

L.M.C 3.28 F.D.

10-4-28

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for, 19.
Special ... £ 10 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 8 50 : : When received, 12/4/1928

Committee's Minute WED 11 APR 1928

Assigned

Lmc 3.28

CH Bourne
Engineer Surveyor to Lloyd's Register of Shipping.



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