

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 16 DEC. 1927

Date of writing Report 12.12.1927 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at H. J. Ambacht Date, First Survey 28.9.27 Last Survey 9.12.1927
 Reg. Book. on the Heel screw tug, LADY ELIZABETH (Number of Visits 3-)

Built at H. J. Ambacht By whom built Yonker & Hoens Yard No. When built
 Engines made at Dordrecht By whom made Machfab. Arentsen Engine No. when made 1927
 Boilers made at Lubich By whom made H. Koch Boiler No. when made 1927

Registered Horse Power Owners South African Harbour Administration Port belonging to Port Elizabeth
 Nom. Horse Power as per Rule 79 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Towing purposes

ENGINES, &c.—Description of Engines Vertical Triple expansion Engine Revs. per minute
 Dia. of Cylinders 18 x 21 x 34 Length of Stroke 18 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 157.5 Crank pin dia. 165 Mid. length breadth 210 Mid. length thickness 90 Thickness parallel to axis 2
 as fitted 165 Crank webs Mid. length thickness 90 Thickness around eye-hole 2

Intermediate Shafts, diameter as per Rule 150 Mid. length breadth 210 Mid. length thickness 90 Thickness parallel to axis 2
 as fitted 150 Thrust shaft, diameter at collars as per Rule 157.5 as fitted 165 Thickness around eye-hole 2

Tube Shafts, diameter as per Rule 150 Mid. length breadth 210 Mid. length thickness 90 Thickness parallel to axis 2
 as fitted 150 Screw Shaft, diameter as per Rule 172 as fitted 180 Is the tube shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule 150 Mid. length breadth 210 Mid. length thickness 90 Thickness parallel to axis 2
 as fitted 150 Thickness between bushes as per Rule 150 as fitted 150 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
 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 Yes Cadwall Length of Bearing in Stern Bush next to and supporting propeller 710

Propeller, dia. 45 Pitch 7.9 No. of Blades 4 Material Cast iron whether Moveable No Total Developed Surface 16 sq. feet
 Feed Pumps worked from the Main Engines, No. 1 Diameter 2.76 Stroke 9 Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 2.76 Stroke 9 Can one be overhauled while the other is at work

Feed Pumps No. and size 1.2 4.5 x 2.5 x 4.5 Pumps connected to the Main Bilge Line No. and size 2. 4.5 x 2.5 x 4.5 How driven Steam
 How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size
 Ballast Pumps, No. and size 6 x 5.5 x 6 Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room 2 à 2.76
 In Holds, &c. 1 Cas space 2.76 1 After cabin 2.76

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 à 3 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 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 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 How are they protected
 What pipes pass through the deep tanks Have they been tested as per Rule
 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 Shaft Tunnel watertight No Tunnel Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 14526
 Is Forced Draft fitted No No. and Description of Boilers One single ended Marine Working Pressure 15 ATON

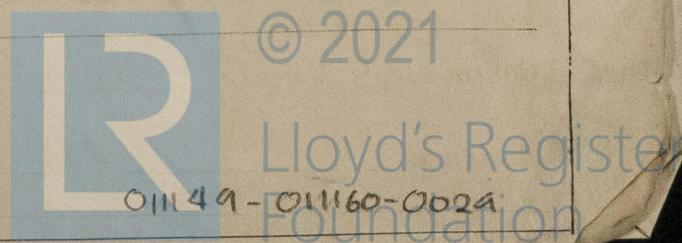
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 7.10.27. Main Boilers 7.10.27. Auxiliary Boilers Donkey Boilers
 Superheaters General Pumping Arrangements 11.10.27 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, 1 set of coupling bolts, 1 set of feed and bilge pump valves, 1 set of piston rings for each cylinder, 1 set of crankpin trapezes, one set of crosshead trapezes, 6 piston bolts

The foregoing is a correct description,

Manufacturer.



If not, state whether, and when, one will be sent? If a Report also sent on the Hull of the Ship? NOTE.—The words which do not apply should be deleted.

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

20/9 17/10 25/11 6/12 9/12

5

Dates of Examination of principal parts—Cylinders 17.10.27 Slides 17.10.27 Covers 17.10.27
 Pistons 17.10.27 Piston Rods 17.10.27 Connecting rods 17.10.27
 Crank shaft 17.10.27 Thrust shaft 17.10.27 Intermediate shafts 20.9.27
 Tube shaft - Screw shaft 20.9.27 Propeller 25.11.27
 Stern tube 20.9.27 Engine and boiler seatings - Engines holding down bolts 25.9.27
 Completion of fitting sea connections -
 Completion of pumping arrangements 20.9.27 Boilers fixed 17.10.27 Engines tried under steam 9.12.27
 Main boiler safety valves adjusted 9.12.27 Thickness of adjusting washers Four 19mm SB 15mm
 Crank shaft material J.M. Steel Identification Mark VB Thrust shaft material J.M. Steel Identification Mark VB
 Intermediate shafts, material J.M. Steel Identification Marks VB Tube shaft, material - Identification Mark -
 Screw shaft, material J.M. Steel Identification Mark VB Steam Pipes, material Copper Test pressure - Date of Test -
 Is an installation fitted for burning oil fuel No 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 plans and found in order. The whole has been tried under full working condition and found in order. I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with LMC 12.27.09

It is submitted that this vessel is eligible for THE RECORD. LMC 12.27 O.G.

J.W.D.
 19/12/27
 J.P.

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

The amount of Entry Fee ... £ : :
 Special ... £ 12 : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ 25.00 20.12.27 19.12.27

Committee's Minute TUES. 20 DEC 1927

Assigned

LMC 12.27.09



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