

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

1927

Reg. Book.

on the Heel screw tug, LADY ELIZABETH

Built at H. J. Ambacht By whom built Yonker & Hams

Yard No.

Tons } Gross
Net

When built

Engines made at Dordrecht

By whom made Machfab. Montuuri

Engine No. 1

when made 1927

Boilers made at Lubich

By whom made H. Koch

Boiler No. 2

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 *150*

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* Crank webs Mid. length breadth *210* Mid. length thickness *90* Thickness parallel to axis *2* Thickness around eye-hole *2*

Intermediate Shafts, diameter as per Rule *150* as fitted *150* Thrust shaft, diameter at collars as per Rule *157.5* as fitted *150*

Tube Shafts, diameter as per Rule *150* 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* 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? *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? *Yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft? *Yes* 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 Movable? *No* Total Developed Surface *16* sq. feet

Feed Pumps worked from the Main Engines, No. *1* Diameter *2 1/16* Stroke *9* Can one be overhauled while the other is at work? *Yes*

Bilge Pumps worked from the Main Engines, No. *1* Diameter *2 1/8* Stroke *9* Can one be overhauled while the other is at work? *Yes*

Feed Pumps No. and size *1 1/2 4 1/2 x 2 1/4 x 4* Pumps connected to the Main Bilge Line No. and size *2 4 1/2 x 2 1/4 x 4* How driven *Steam*

Ballast Pumps, No. and size *6 x 5 1/4 x 6* Lubricating Oil Pumps, including Spare Pump, No. and size *1*

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 *2 2 1/8*

In Holds, &c. *1 2 1/8*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 2 1/2* **Independent Power Pump Direct Suctions to the Engine Room Bilges,** No. and size *1 2 1/2*

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? *None* How are they protected? *None*

What pipes pass through the deep tanks? *None* 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? *Yes* Is the Shaft Tunnel watertight? *No* Is it fitted with a watertight door? *Yes* worked from *1560*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *14500*

Is Forced Draft fitted? *No* No. and Description of Boilers *One single ended marine* Working Pressure *15 ATMA*

IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*

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

PLANS. Are approved plans forwarded herewith for Shafting *7.10.27* Main Boilers *7.10.27* Auxiliary Boilers *11.10.27* Donkey Boilers *11.10.27*

(If not state date of approval)

Superheaters *None* General Pumping Arrangements *11.10.27* Oil fuel Burning Piping Arrangements *11.10.27*

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.



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Foundation

01149-01160-0024

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

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 20.9.27 Screw shaft 20.9.27 Propeller 25.11.27
Stern tube 20.9.27 Engine and boiler seatings 25.9.27
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 Port 19 mm SB 15 mm
Crank shaft material J. M. Hill Identification Mark B Thrust shaft material J. M. Hill Identification Mark B
Intermediate shafts, material J. M. Hill Identification Marks B Tube shaft, material Identification Mark
Screw shaft, material J. M. Hill Identification Mark B 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.

JWD
19/12/27
Hj

The amount of Entry Fee ... £ : :
Special ... £ 12 : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 15.00 20.12.27 19.27

Committee's Minute

TUES. 20 DEC 1927

Assigned

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



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