

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 AUG 1926

Survey Report 14.8.1926 When handed in at Local Office

10 Port of Rotterdam

Survey held at Halthommel Date, First Survey 19.4.26 Last Survey 9.8.1926
on the Steel Single Screw Barge "HAULER" (Number of Visits 5)

Halthommel By whom built J. Meiers Shipbuilding Co Yard No. 500 Tons { Gross Net
made at Newbury By whom made Plenty & Son Ltd Engine No. 2266 when made 1918
made at Hebburn By whom made Palmers & Co Ltd Boiler No. 1058 when made 1926

red Horse Power Owners James Dredging Towing & Transport Co Port belonging to London
Horse Power as per Rule 40 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

for which Vessel is intended Coal and water transport and towing purposes.
NES, &c.—Description of Engines Please see London report N° 80591 returned herewith.
f Cylinders Length of Stroke No. of Cylinders No. of Cranks
shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
as fitted Mid. length thickness shrunk Thickness around eye-hole
mediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
as fitted Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { screw }
e Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the
er boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
In-r 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
liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
the tube shaft See London report N° 89514 Length of Bearing in Stern Bush next to and supporting propeller
eller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
No. and size One à 4 1/2 x 2 3/4 x 4 Pumps connected to the Main Bilge Line No. and size one à 4 1/2 x 2 3/4 x 4
How driven Steam How driven Steam

st Pumps, No. and size One à 4 1/2 x 2 3/4 x 4 Lubricating Oil Pumps, including Spare Pump, No. and size
no independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
Pumps;—In Engine and Boiler Room 3 à 2"
olds, &c. One in Crew space à 2" 2 in coalhold à 2"

Water Circulating Pump Direct Bilge Suctions, No. and size à 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,
nd size one à 2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
he 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
all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
hey 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
hey 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
Pipes are carried through the bunkers Bilge pipes How are they protected lumber boards
pipes pass through the deep tanks One bilge pipe Have they been tested as per Rule Yes
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
e 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
artment to another Yes Is the Shaft Tunnel watertight No tunnel Is it fitted with a watertight door worked from

IN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 887 1/2
forced Draft fitted No No. and Description of Boilers One single ended multiple barrel Working Pressure 127 lb.
A REPORT ON MAIN BOILERS NOW FORWARDED? Newcastle one Type report N° 80093
A DONKEY BOILER FITTED? No If so, is a report now forwarded?

ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)
heaters General Pumping Arrangements 17.5.26 Oil fuel Burning Piping Arrangements

ARE GEAR. State the articles supplied:— 2 bottom end bolts and nuts, 2 top end bolts
nd nuts, 2 main bearing bolts One set of coupling bolts and nuts
e set of feed and bilge pump valves. A quantity of assorted bolts and
uts and iron of various sizes.

The foregoing is a correct description,
Manufacturer.



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011273-011274-0026

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

1926. 19/4 26/5 28/5 1/6 9/6
 5

Dates of Examination of principal parts—Cylinders — Slides — Covers —
 Pistons — Piston Rods — Connecting rods —
 Crank shaft — Thrust shaft — Intermediate shafts —
 Tube shaft — Screw shaft — Propeller —
 Stern tube — Engine and boiler seatings 19.4.26 Engines holding down bolts 18.5.26
 Completion of pumping arrangements 9.8.26 Boilers fixed 2.7.26 Engines tried under steam 9.8.26
 Main boiler safety valves adjusted 9.8.26 Thickness of adjusting washers 0 mill.
 Crank shaft material — Identification Mark — Thrust shaft material — Identification Mark —
 Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —
 Screw shaft, material — Identification Mark — Steam Pipes, material — 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 carrying and burning oil fuel 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 having been made under special supervision and now satisfactorily fitted, pumping arrangements as per approved plan, was found in a good working condition when tried and we are of opinion that this vessel is eligible to be recorded in the Society's Register Book with **LMC 8.26.09**

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 8.26. O.G. 127 lb.

Subject to the S.F. being adjusted
 to a working pressure of 127 lb.
 see Ref. ltr. 24/8/26.

Date of construction of engine 1926

26/8/26.
 J. Y. Schoo

The amount of Entry Fee ... £ 24.00
 Special ... £ 100.00
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ 61.00

When applied for, 24/8/26
 When received, 30/8/26

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

Committee's Minute

FRI. 27 AUG 1926

Assigned

+ LMC 8.26
 Subject O.G.

TUES. 7 SEP 1926

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