

No. 15497

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 AUG 1926

Survey Report 24.8.1926 When handed in at Local Office

Port of Rotterdam

Survey held at Haltbommel Date, First Survey 19.4.26 Last Survey 9.8.1926

on the Steel Single Screw Barge "HAULER" (Number of Visits 5)

Haltbommel By whom built J. Meeres Scheepbouw Co Yard No. 500 Tons {Gross Net} When built 1926

made at Newbury By whom made Plenty & Son Ltd Engine No. 2266 when made 1918

made at Hebburn By whom made Palmer & Co Ltd Boiler No. 1058 when made 1926

Indicated Horse Power 40 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.

Particulars of Engines Please see London report N° 80591 returned herewith.

Description of Engines Phase Revs. per minute 127 1/2

No. of Cylinders 2 Length of Stroke 24" No. of Cranks 2

shaft, dia. of journals 4 1/2" Crank pin dia. 3 1/2" Crank webs shrunk Thickness parallel to axis 1 1/2"

Intermediate Shafts, diameter 4 1/2" Thrust shaft, diameter at collars 4 1/2"

Shafts, diameter 4 1/2" Screw Shaft, diameter 4 1/2" Is the {tube screw} shaft filled with a continuous liner { } Yes

Liner, thickness in way of bushes 1/8" Thickness between bushes 1/8" Is the after end of the liner made watertight in the Yes

er 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

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

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 Yes

the tube shaft See London report N° 89514 Length of Bearing in Stern Bush next to and supporting propeller 12"

Propeller, dia. 48" Pitch 18" No. of Blades 3 Material Cast Iron whether Moveable No Total Developed Surface 100 sq. feet

Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 4" Can one be overhauled while the other is at work Yes

Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 4" Can one be overhauled while the other is at work Yes

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

Fast Pumps, No. and size One à 4 1/2" x 2 3/4" x 4" Lubricating Oil Pumps, including Spare Pump, No. and size 2

Independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Yes

Pumps;—In Engine and Boiler Room 3 à 2"

holds, &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, 1

and size one à 2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

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

All Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both

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

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

Pipes are carried through the bunkers Bilge pipes How are they protected humber 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

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 Yes

department to another Yes Is the Shaft Tunnel watertight No tunnel Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 887 Working Pressure 127 1/2 lb.

Forced Draft fitted No No. and Description of Boilers One single ended multi-tube boiler

A REPORT ON MAIN BOILERS NOW FORWARDED? New Castle one Type report N° 80093

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

A.N.S. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

Refrigerators No General Pumping Arrangements 17.5.26 Oil fuel Burning Piping Arrangements Yes

ARE GEAR. State the articles supplied:— 2 bottom end bolts and nuts, 2 top end bolts

and nuts, 2 main bearing bolts, One set of coupling bolts and nuts

one set of feed and bilge pump valves. A quantity of assorted bolts and

nuts 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 28.5.26
 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 terms 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 1/2.

Subject to the S.P. being adjusted to a working pressure of 127 1/2. see Res. No. 24/8/26.

Date of construction of engine 1926

J. Y. Schoo
 26/8/26.

The amount of Entry Fee ... £ 24.00 When applied for, 24/8/26
 Special ... £ 100.00
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ 61.00 When received, 30/8/26

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

Committee's Minute

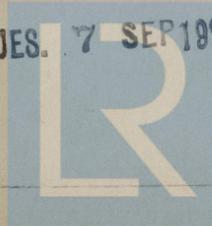
FRI. 27 AUG 1926

Assigned

+ LMC 8.26

Subject O.G.

TUES. 7 SEP 1926



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