

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 10 When handed in at Local Office 1<sup>st</sup> Dec 1915 Port of London  
 No. in Survey held at Newbury Date, First Survey and Last Survey 1<sup>st</sup> Dec 1915  
 Reg. Book. on the Steel screw Coal and Water Boat  
 Built at Jalt-Bommel By whom built J. Meyer's Shipbuilding Co Yard No. Tons } Gross  
 Engines made at Newbury By whom made Plenty & Son Ltd Engine No 2266 When built 1926  
 Boilers made at By whom made Boiler No. when made  
 Registered Horse Power Owners Port belonging to  
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

ENGINES, &c.—Description of Engines Compound ✓ (See London report No 80591)  
 Dia. of Cylinders 13" x 26" Length of Stroke 16" Revs. per minute No. of Cylinders 2 No. of Cranks 2  
 Dia. of Crank shaft journals as per rule as fitted Dia. of Crank pin Crank webs Mid. length breadth Thickness parallel to axis  
 Mid. length thickness shrunk Thickness around eye-hole  
 Dia. of Thrust shaft under collars as per rule as fitted 5 7/8" Diameter of Tunnel shaft as per rule as fitted Diameter of Screw shaft as per rule as fitted 5 7/8" Is the Screw shaft  
 with a continuous liner the whole length of the stern tube No liner ✓ Is the after end of the liner made watertight in the propeller boss Yes ✓  
 liner is in more than one length are the joints burned ✓ If the liner does not fit tightly at the part  
 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 appliance fitted at the after end of the shaft to permit  
 being efficiently lubricated Yes "Cederrall" Length of Stern Bush 2'-0" Diameter of Propeller 4'-6" ✓  
 of Propeller 4'-6" No. of Blades 4 State whether Moveable No solid C.I. Total Surface 11.5 square feet.  
 Feed Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work  
 Bilge Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work  
 Number and size of power driven Feed and Bilge Auxiliary Pumps  
 Size of Pumps connected to the Main Bilge Line  
 Size of Ballast Pumps No. and size of Lubricating Oil Pumps, including Spare Pump  
 Independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary  
 pumps;—In Engine and Boiler Room and in Holds, &c.

Size of Main Water Circulating Pump Bilge Suctions No. and size of Donkey Pump Direct Suctions  
 Engine Room Bilges Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
 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  
 connections with the sea direct on the skin of the ship Are they Valves or Cocks  
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Discharge Pipes above or below the deep water line  
 each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate  
 pipes are carried through the bunkers How are they protected  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 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  
 vent to another Is the Screw Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record ) Total Heating Surface of Boilers  
 Draft fitted No. and Description of Boilers Working Pressure  
 REPORT ON MAIN BOILERS NOW FORWARDED? ✓  
 DONKEY BOILER FITTED? If so, is a report now forwarded? ✓  
 S. Are approved plans forwarded herewith for Shafting ✓ Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Pumping Arrangements Oil fuel Burning Piping Arrangements

E GEAR. State the articles supplied:— ✓

The foregoing is a correct description

Manufacturer.



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

Dates of Examination of principal parts -- Cylinders  
Covers  
Connecting rods  
Tunnel shafts  
Stern tube  
Completion of pumping arrangements  
Completion of fitting sea connections  
Main boiler safety valves adjusted  
Material of Crank shaft  
Material of Thrust shaft  
Material of Tunnel shafts  
Material of Screw shafts  
Material of Steam Pipes  
Is an installation fitted for burning oil fuel  
Have the requirements of the Rules for carrying and burning oil fuel been complied with  
Is this machinery duplicate of a previous case  
Pistons  
Crank shaft  
Screw shaft  
Engine and boiler seatings  
Boilers fixed  
Stern tube  
Thickenss of adjusting washers  
Slides  
Rods  
Thrust shaft  
Propeller  
Engines holding down bolts  
Engines tried under steam  
Screw shaft and propeller  
Identification Mark on Do.  
Identification Mark on Do.  
Identification Marks on Do.  
Identification Marks on Do.  
Test pressure  
Date of Test  
Is the flash point of the oil to be used over 150°F.  
If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

This report is supplementary to the London Report 80591

The above information regarding the Stern gear and other parts is reported for the guidance of the Surveyors at Rotterdam under whose survey the vessel is being built and the machinery installed

For the Survey of the above parts at Karsburg

The amount of Entry Fee ... £ 3 : 3 :  
Special Certificate ... £ 3 : 3 :  
Donkey Boiler Fee ... £ 1 : 6 :  
Travelling Expenses (if any) £ 1 : 6 :  
When applied for, 2 DEC 1926  
When received, 25/4/26 MSW

R. J. Stoddard

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

27 AUG 1926

Assigned

See Rot. Pt. rpt. No. 15497

TUES. 7 SEP 1926



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