

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-9 NOV 1926

Date of writing Report *Nov 2 1926* When handed in at Local Office *Nov 3 1926* Port of *Trieste*  
 No. in Survey held at *Monfalcone* Date, First Survey *Aug 3* Last Survey *Oct 23 1926*  
 Reg. Book. *89808* on the *H. P. L. Lucita* (Number of Visits *26*) Tons { Gross *2604*  
 Net *1136*  
 Built at *Monfalcone* By whom built *Anticore Navale Triestino* Yard No. *180* When built *1926*  
 Engines made at *Rotterdam* By whom made *Rotterdamsche S. S. Co.* Engine No. *148-49* when made *1926*  
 Boilers made at *Rotterdam* By whom made *Rotterdamsche S. S. Co.* Boiler No. *421-22* when made *1926*  
 Registered Horse Power *236* Owners *Curacao'sche Scheepvaart Maats.* Port belonging to *Willemstad*  
 Nom. Horse Power as per Rule *236* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*  
 Trade for which Vessel is intended *Veneruela - Curacao*

See also Rotterdam Report 13.4.26  
 ENGINES, &c.—Description of Engines *Two Triple expansion* Revs. per minute *185*  
 Dia. of Cylinders *12 3/4 - 20 1/2 x 33 7/8* Length of Stroke *24 7/16* No. of Cylinders *3 x 2 = 6* No. of Cranks *3 x 2 = 6*  
 Crank shaft, dia. of journals as per Rule *6.31"* Crank pin dia. *7"* Mid. length breadth *12.99"* Thickness parallel to axis *6.14"*  
 as fitted *7"* Crank webs *4.4"* shrunk Thickness around eye-hole *3.11"*  
 Intermediate Shafts, diameter as per Rule *6.47"* Thrust shaft, diameter at collars as per Rule *6.31"*  
 as fitted *6.69"* as fitted *7"*  
 Tube Shafts, diameter as per Rule *6.92"* Is the { tube } shaft fitted with a continuous liner { *yes*  
 as fitted *7.24"* { screw }  
 Bronze Liners, thickness in way of bushes as per Rule *1/2"* Thickness between bushes as per Rule *3/8"* Is the after end of the liner made watertight in the  
 as fitted *5/8"* as fitted *9/16"* 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 *one length*  
 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 *34"*  
 Propeller, dia. *8' 3"* Pitch *7' 0"* No. of Blades *4* Material *Bronze* whether Moveable *no* Total Developed Surface *32* sq. feet  
 Feed Pumps worked from the Main Engines, No. *one* Diameter *5.11"* Stroke *3.93"* Can one be overhauled while the other is at work *yes*  
 Bilge Pumps worked from the Main Engines, No. *one* Diameter *5.11"* Stroke *3.93"* Can one be overhauled while the other is at work *yes*  
 Feed Pumps { No. and size *Two Weir 6" x 8 1/2" x 18"* Pumps connected to the { No. and size *Two 6" x 7 1/2" x 6"* 7 1/2" x 5" x 6"  
 How driven *Steam* Main Bilge Line How driven *Steam* *one Forward room 6" x 6" x 6"*  
 Ballast Pumps, No. and size *One 6" x 7 1/2" x 6"* ~~Induction~~ Pumps, including *one in Pump room 6" x 6" x 4 1/2"*  
 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 *Three 2 1/2"*  
 In Holds, &c. *Three 2" in pump space; one 3" in Cofferdam; one 3" in forward hold;*  
*one 3 1/2" in Fore Peak*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *one 7 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size *one 3 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  
 Are all Sea Connections fitted direct on the skin of the ship *yes* Are they fitted with Valves or Cocks *valves and cocks*  
 Are they sized 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 are carried through the bunkers *yes* How are they protected *yes*  
 What pipes pass through the deep tanks *yes* 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 *none* Is it fitted with a watertight door *yes* worked from *yes*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *4168* <sup>2 SB</sup>  
 Is Forced Draft fitted *yes* No. and Description of Boilers *two single ended marine* Working Pressure *180 lbs*  
 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 Main Boilers Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)

Superheaters *none* General Pumping Arrangements *yes* Oil fuel Burning Piping Arrangements *yes*

SPARE GEAR. State the articles supplied:— *One set of top and bottom end bolts and nuts. One*  
*set of main bearing bolts and nuts. One set of coupling bolts. One set of*  
*piston rings. One set of feed and bilge pump valves. Assorted quantity of*  
*bolts and nuts. Iron of various sizes. One cast iron propeller. One screw*  
*shaft. The list of spare gear received from Rotterdam conveyor is attached.*

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register  
Foundation

002174-002183-0113



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

1926 Aug 3, 5, 25, 27, Sep 8, 15, 15, 23, 27, 30, Oct 7, 8, 9, 13, 18, 19, 20, 20, 21, 23, Twenty.

Dates of Examination of principal parts - Cylinders 1.4, 2.4, 1.5, 7.5, 18.5 1926 Slides 2.5 1926 Covers 3.5 1926  
Pistons 5.5 1926 Piston Rods 3.5, 15.5, 27.5, 5.8 1926 Connecting rods 29.3, 23.4, 1.5, 27.5, 5.8 1926  
Crank shaft 3.3, 9.3, 15.3, 19.3, 1.4, 3.4, 1.5, 17.6, 15.9 Thrust shaft 17.6, 5.8 1926 Intermediate shafts 17.6, 5.8 1926  
Tube shaft - Screw shaft 7.5, 27.5, 17.6, 5.8 1926 Propeller 30.7, 8.10 1926  
Stern tube 27.8.26 Engine and boiler seatings 25.8.26 Engines holding down bolts 15.9.26  
Completion of pumping arrangements 18.10.26 Boilers fixed 23.8.26 Engines tried under steam 21.10.26  
Main boiler safety valves adjusted 19.10.26 Thickness of adjusting washers 9 1/2 9 1/2 9  
Crank shaft material SPM Identification Mark 851-852 JS 17.6.26 Thrust shaft material SPM Identification Mark 6694-95 JS 17.6.26  
Intermediate shafts, material SPM Identification Marks 12524-6770 17.6.26 Tube shaft, material x Identification Mark  
Screw shaft, material SPM Identification Mark 1136769 17.6.26 Team Pipes, material Steel Test pressure 550 lbs Date of Test 27.9.26  
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes  
Have the requirements of the Rules for carrying and burning oil fuel been complied with yes  
Is this machinery duplicate of a previous case yes If so, state name of vessel yes Martica, Maximina

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

This machinery has been made in accordance with the approved plans, Secretary letters and Society Rules. The material and workmanship are good.

The Engine and Boilers have been made at Rotterdam and fitted and efficiently run on board by the Cantiere Navale Triestino at Monfalcone. In my opinion the machinery is eligible to be entered in the Society Register Book + LMC 10.26

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 10.26 FD. CL.

Fitted for oil fuel 10.26. FP above 150°F.

The amount of Entry Fee charged by Rot. Sur.  
1/5-Special ... £ 1332.-  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £ 540.-

When applied for, 6/11/1926  
When received, 20.12.1926

Committee's Minute

FRI. 12 NOV 1926

Assigned

+ L.M.C. 10.26 F.D. C.L.

Fitted for Oil Fuel 10.26 F.P. above 150°F

FRI. 19 NOV 1926



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