Rpt. 4.

No. 15391

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 JUL 1926

Date of writing Report 13. 7. 1926 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book. Survey held at Rotterdam Date, First Survey 3. 3. 26 Last Survey 8. 7. 1926 (Number of Visits 19)

on the Eng N° 148-49.

Built at Monfalcone By whom built Cantiere Navale Triestino Yard No. Tons Gross Net When built 1926

Engines made at Rotterdam By whom made Rotterdamsche Droogd Mij Engine No. 148-49 when made 1926

Boilers made at Rotterdam By whom made Rotterdamsche Droogd Mij Boiler No. 421-22 when made 1926

Registered Horse Power — Owners Curacaosche Scheeps Mij Port belonging to Willemstad

Nom. Horse Power as per Rule 236 ✓ Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended Venezuela - Curacao

ENGINES, &c.—Description of Engines Two sets of triple expansion Engines Revs. per minute 160

Dia. of Cylinders 12¾ × 20½ × 35½ Length of Stroke 24⅝ No. of Cylinders 2 × 3 No. of Cranks 2 × 3

Crank shaft, dia. of journals as per Rule 168.4 mell (163) as fitted 170 mell Crank pin dia. 170 mell ✓ Crank webs Mid. length breadth 330 mell Mid. length thickness 112 mell shrunk Thickness parallel to axis 156 mell Thickness around eye-hole 79 mell ✓

Intermediate Shafts, diameter as per Rule 164.4 mell (163) ✓ as fitted 170 mell

Thrust shaft, diameter at collars as per Rule 168.4 mell (170) as fitted 170 mell ✓

Tube Shafts, diameter as per Rule — as fitted — **Screw Shaft,** diameter as per Rule 176 mell ✓ as fitted 184 mell Is the {tube / screw} shaft fitted with a continuous liner {—/ Yes ✓}

Bronze Liners, thickness in way of bushes as per Rule ? ½" as fitted ? 5/8" ✓ Thickness between bushes as per Rule ? 3/8" as fitted ? 9/16" ✓ 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 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 —

If two liners are fitted, is the shaft lapped or protected between the liners — 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 868 mell ✓

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. 2 × 1 Diameter 130 mell Stroke 100 mell Can one be overhauled while the other is at work Yes ✓

Bilge Pumps worked from the **Main Engines,** No. 2 × 1 Diameter 130 mell Stroke 100 mell Can one be overhauled while the other is at work Yes ✓

Feed Pumps {No. and size 2 Weir pumps 6 × 8½ × 18" / How driven Steam} **Pumps** connected to the **Main Bilge Line** {No. and size 2. 6 × 7½ × 6" . 7½ × 5 × 6" / How driven Steam}

Ballast Pumps, No. and size One. 6 × 7½ × 6" **Lubricating Oil Pumps,** including Spare Pump, No. and size —

Are two independent means arranged for circulating water through the **Oil Cooler** — **Suctions,** connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size **Independent Power Pump Direct Suctions** to the Engine Room Bilges, No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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 Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they 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

What Pipes are carried through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4168 ft

Is Forced Draft fitted Yes No. and Description of Boilers 2 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 (If not state date of approval) Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— One set of tupenu bolts and nuts, one set of 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, a quantity of assorted bolts and nuts and iron of various sizes, cast iron propeller, and screw shaft and further as per letter vessels of which a list is forwarded to Trust tenegoed for their guidance.

The foregoing is a correct description,

ROTTERDAMSCHE DROOGDOK MAATSCHAPPIJ

DIRECTEUR

Manufacturer.

BIJLAGE N° 315 BLIKMAN & SART AMST

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002174-002183-0176

Dates of Survey while building — During progress of work in shops: 1926 3/3 9/3 15/3 29/3 1/4 8/4 20/4 23/4 1/5 3/5 5/5 7/5 10/5 27/5 1/6 14/6 17/6 30/6 8/7

During erection on board vessel:

Total No. of visits 19

Dates of Examination of principal parts—Cylinders 8/4 20/4 1/5 7/5 10/5 26 Slides 3/5 Covers 3/5

Pistons 5/5 Piston Rods 3/3 15/3 27/5 Connecting rods 29/3 23/4 1/5 27/5

Crank shaft 3/3 9/3 15/3 29/3 1/4 8/4 1/5 14/6 Thrust shaft 17.6.26 Intermediate shafts 17.6.26

Tube shaft — Screw shaft 7/5 . 27/5 . 14/6 Propeller 30.7.26

Stern tube — Engine and boiler seatings — Engines holding down bolts —

Completion of pumping arrangements — Boilers fixed — Engines tried under steam —

Main boiler safety valves adjusted — Thickness of adjusting washers —

Crank shaft material S.M. Steel Identification Mark LLOYDS No. 85-1-2 TS-17.6.26 Thrust shaft material S.M. Steel LLOYDS MB 6694.95 TS-17.6.26 Identification Mark

Intermediate shafts, material S.M. Steel Identification Marks LLOYDS MB 6690 KH.12.5.24 TS-17.6.26 Tube shaft, material — Identification Mark —

Screw shaft, material S.M. Steel Identification Mark LLOYDS MB 8.64 KH.12.5.27 TS-17.6.26 Steam Pipes, material — Test pressure — Date of Test —

Is an installation fitted for burning oil fuel — 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 Yes If so, state name of vessel Martino Maximino

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been made in accordance with the approved plans, Secretarys letters and Societys Rules, material tested as required and workman thip good, and the vessel will in my opinion be elegible to be recorded in the Societys Register Book with ✠ LMC with date when this machinery has been satisfactory fitted.
The machinery has been forwarded to Montfalcona.

A copy of this report has been sent to Trust Surveyors

Certificate to be sent to The Flensburg Surveyors

The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ 40.00 When applied for, 14/7 1926

⅓-Special ... ... £ 103.20

~~Donkey Boiler Fee~~ FEE FOR SPARE SHAFTING ... £ 50.00 When received, 27/7 1926

Travelling Expenses (if any) £ 20.00

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

Committee's Minute FRI. 12 NOV 1926

Assigned See Sri. Fd. rpt No 7333 attached

FRI. 19 NOV 1926

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