

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

25 JUL 1925

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Port of Rotterdam

No. in Survey held at Rotterdam  
Reg. Book. on the Heel Train Service Steamer MARTICA

Date, First Survey 14.1.25 Last Survey 15.4.1925

(Number of Visits 29)

Gross Tons  
Net Tons

Built at Rotterdam By whom built Rotterdamse Droogdok Mij Yard No. 102 When built 1925

Engines made at Rotterdam By whom made Rott Droogdok Mij Engine No. 110-111 when made 1925

Boilers made at Rotterdam By whom made Rott Droogdok Mij Boiler No. 304 & 305 when made 1925

Registered Horse Power Owners Curaçausche Scheeps Mij 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

**ENGINES, &c.**—Description of Engines *Two sets of triple expansion engines* Revs. per minute *180*

Dia. of Cylinders *12 1/4 x 20 1/2 x 35 1/2* Length of Stroke *24 1/16* No. of Cylinders *6 3* No. of Cranks *3 6*

Crank shaft, dia. of journals *172* as per Rule *168.4* mill Crank pin dia. *178* mill Crank webs Mid. length breadth *330* mill Thickness parallel to axis *130* mill  
as fitted *170* mill Mid. length thickness *112* mill Thickness around eye-hole *74* mill

Intermediate Shafts, diameter as per Rule *164* mill Thrust shaft, diameter at collars as per Rule *172* mill  
as fitted *140* mill as fitted *170* mill

Tube Shafts, diameter as per Rule *180* mill Is the *tube* shaft fitted with a continuous liner *Yes*  
as fitted *184* mill as fitted *184* mill Is the *screw* shaft fitted with a continuous liner *Yes*

Bronze Liners, thickness in way of bushes as per Rule *14* Thickness between bushes as per Rule *15* 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* also 06.

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 US patent* Length of Bearing in Stern Bush next to and supporting propeller *868* mill

Propeller, dia. *0'3"* Pitch *2'0"* No. of Blades *4* Material *Brass* whether Moveable *No* Total Developed Surface *32* sq. feet

Feed Pumps worked from the Main Engines, No. *2 x 1* Diameter *130* mill Stroke *100* mill Can one be overhauled while the other is at work *Yes*

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

Feed Pumps { No. and size *2* *Wauerpumps 6 x 8 1/2 x 18* Pumps connected to the { No. and size *2* *6 x 7 1/2 x 6* 7/8 x 5 x 6  
How driven *Steam* Main Bilge Line How driven *Steam*

Ballast Pumps, No. and size *6 x 7 1/2 x 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 *4* à *3 1/2"* One in Well à *2 1/2"* in bunker *1* à *2"*

In Holds, &c. *One* in forehold à *3"* *One* in fore peak flat à *2"* *3* in pump room à *2"* *6* suction in *Coyney* spaces connected to main cargo line but fitted with non return valves

Main Water Circulating Pump Direct Bilge Suctions, No. and size *One* à *3 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *One* à *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 *Yes*

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

Are 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*

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 *None* 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 *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 *No tunnel* Is it fitted with a watertight door *—* worked from *—*

**MAIN BOILERS, &c.**—(Letter for record *5*) Total Heating Surface of Boilers *4168* sq. ft.

Is Forced Draft fitted *Yes* No. and Description of Boilers *2 single ended Marine* Working Pressure *100* 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 *No* Main Boilers *No* Auxiliary Boilers *—* Donkey Boilers *—*

(If not state date of approval) *24-11-23* *24-11-23*

Superheaters *—* General Pumping Arrangements *No* Oil fuel Burning Piping Arrangements *No*

*4-1-24 21-1-24 6-3-24*

**SPARE GEAR.** State the articles supplied:— *One set of tapered 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 and further as per attached list of spare vessels*

The foregoing is a correct description,

ROTTERDAMSCHЕ DROOGDOX MAATSCHAPPIJ  
Onder-Directeur

*A. Knapp*

Manufacturer.



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