

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

NOV 1928

Date of writing Report 10<sup>th</sup> Nov 1928 When handed in at Local Office

Port of HAMBURG

No. in Survey held at  
Reg. Book.

TIEL

Date, First Survey 4<sup>th</sup> MayLast Survey 2<sup>nd</sup> Nov.

1928.

(Number of Visits 33)

Gross 2609

Net 1147

When built 1928

Built at

TIEL

By whom built

HOWALDTSWERKE A.G.

Yard No.

690

Engines made at

TIEL

By whom made

HOWALDTSWERKE A.G.

Engine No. 783/24 when made 1928

Boilers made at

TIEL

By whom made

HOWALDTSWERKE A.G.

Boiler No. 1440/41 when made 1928

Registered Horse Power

2 x 625

Owners

CURACOSCHE SCHEEPV. MAATS. Port belonging to WILLEMSTAD

Nom. Horse Power as per Rule

238

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

CARRYING PETROLEUM IN BULK.

ENGINES, &amp;c.—Description of Engines 2 vertical 3 cylinder triple expansion steam engines Revs. per minute 180

Dia. of Cylinders 325 x 326 x 865 in. Length of Stroke 630 in. No. of Cylinders 2 x 3 166 No. of Cranks 2 x 3

Crank shaft, dia. of journals as per Rule 171 in. as fitted 180 in. Crank pin dia. 180 in. Crank webs Mid. length breadth 336 in. Thickness parallel to axis 110 in.

Intermediate Shafts, diameter as per Rule 163 in. as fitted 163 in. Thrust shaft, diameter at collars as per Rule 171 in. as fitted 180 in.

Tube Shafts, diameter as per Rule 13 in. as fitted 13 in. Screw Shaft, diameter as per Rule 186 in. as fitted 186 in. Is the shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 13 in. as fitted 14 in. Thickness between bushes as per Rule 10 in. as fitted 11 in. Is the after end of the liner made watertight in the propeller boss yes

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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller 700 in. - 860 in.

Propeller, dia. 2500 in. Pitch 2000 in. No. of Blades 4 Material Bronze Whether Moveable no Total Developed Surface 2.18 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 90 in. Stroke 230 in. Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 90 in. Stroke 230 in. Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2 - 6 x 8 1/2 x 18 in. How driven steam (Kier) Pumps connected to the Main Bilge Line No. and size 1 - 2 cyl. 6 x 6 x 6 in. - 2 of 90 in. diam. 230 in. stroke also 2 - 6 x 6 x 6 in. How driven steam driven main engine steam driven

Ballast Pumps, No. and size 1 - 2 cyl. 6 x 7 1/2 x 6 in. Lubricating Oil Pumps, including Spare Pump, No. and size 1

Are two independent means arranged for circulating water through the Oil Cooler no oil cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 1 of 3 1/4 in. - 2 of 3 in. - 2 of 2 1/2 in. - from after Peak 1 of 3 in. - 1 of 2 in. diam.

In Holds, &amp;c. 2 Pumps Foreship steam driven 1 - 2 cyl. 6 x 6 x 6 in. 1 - 2 cyl. 8 x 8 x 10 in. connected to Fore Peak 1 of 3 1/2 in. - 2 of 3 1/2 in. from Hold 2 of 4 in. - Cofferdam 1 of 4 in. from Wing Tank 1 of 3 in. - 2 of 4 in.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 7 3/4 in. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1

Are all the Bilge Suction Pipes in holds and tank 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 valves and cocks

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 pass through the bunkers none How are they protected

What pipes pass through the deep tanks none 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, &amp;c.—(Letter for record S.) Total Heating Surface of Boilers 4168 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers 2 single end, multitubular Working Pressure 180 lb.

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 yes Main Boilers yes Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements yes Oil fuel Burning Piping Arrangements See Pump Arrangements

SPARE GEAR. State the articles supplied:— 2 top &amp; 2 bottom end bolts with nuts 2 main bearing bolts

1 set of coupling bolts 1 set of feed and bilge pump valves 1 set of piston rings 24

dozen assorted bolts &amp; nuts iron of various sizes 100 plates and nuts 1 crank pin

1 propeller shaft 2 propellers 1 pair of top end &amp; 1 pair of bottom end bracket 1 guide

shot complete with bolts 1 eccentric strap complete 12 slide valve spindles 12 junk

ring bolts 10 boiler tubes 20 condenser tubes 10 piping for each pipe of cylinder

escape valves.

The foregoing is a correct description,

Howaldtswerke A.G.

Manufacturer.



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Lloyd's Register  
Foundation

002385-002400-0145

002385-002400-0146



4/5-18/5-23/5-30/5-1/6-4/6-8/6-27/6-23/7-26/7-3/8-8/8-10/8-13/8-17/8-22/8-24/8  
 During progress of work in shops - - 27/8-29/8-3/9-5/9/28  
 Dates of Survey while building During erection on board vessel - - - 12/9-14/9-21/9-24/9-26/9-28/9-3/10-5/10-8/10-12/10-17/10-2/11/28  
 Total No. of visits 33.

Dates of Examination of principal parts—Cylinders 27/5-4/8-13/8-17/8/28 Slides 27/5-4/8/28 17/8/28 Covers 13/8-17/8/28  
 Pistons 3/8-10/8-22/8-24/8/28 Piston Rods 10/8-24/8/28 Connecting rods 13/8-17/8/28  
 Crank shaft 8/6-3/8/28 Thrust shaft 3/8-29/8/28 Intermediate shafts 29/8/28  
 Tube shaft Screw shaft 28/9-3/9-5/9/28 Propeller 3/9-5/9/28  
 Stern tube 3/8-5/9/28 Engine and boiler seatings 3/9-5/9/28 Engines holding down bolts 28/9/28  
 Completion of fitting sea connections 6/9/28  
 Completion of pumping arrangements 17/10/28 Boilers fixed 3/10/28 Engines tried under steam 2/11/28  
 Main boiler safety valves adjusted 17/10/28 Thickness of adjusting washers 5 1/2" - 8 1/2" - 9 1/2" Aft. 9 1/2" Aft. 9 1/2"  
 Crank shaft material I.M.S. Identification Mark F.W. 3.8.28. Thrust shaft material I.M.S. Identification Mark M.B. 6.7.28.  
 Intermediate shafts, material I.M.S. Identification Marks M.B. 6.7.28. Tube shaft, material Identification Mark  
 Screw shaft, material I.M.S. Identification Mark F.W. 3.8.28. Steam Pipes, material I.M.S. Test pressure 540 lbs. Date of Test 21/9/28  
 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 the use of oil as fuel been complied with yes  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo oil tanker If so, have the requirements of the Rules 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. Material and workmanship of this machinery are of good quality and the outfit is ample. The materials used in the construction are made at works recognized by the Committee and have been tested in accordance with the requirements of the Rules. The machinery has been constructed and fitted on board under Special Survey in accordance with the approved plan, the Secretary's letters, and otherwise in conformity with the requirements of the Rules. All Rules requirements resp. the use of oil as fuel (Section 20) have been complied with - pipes - heaters and fittings (supplied from the T.K.) have been tested after jointing to 400 lbs per sq. inch (28 kg) - steam heating coils to 360 lbs per sq. inch and were found to be in order. I attended to an 8 hours trial trip, when the machinery has given full satisfaction under full working and manoeuvring conditions. This machinery is eligible in my opinion eligible for notification "L.T.M.C. - 11.28" "Fitted for oil fuel 11.28. F.P. above 150°F" - "Tail Shaft C.L."

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11.28 C.L. F.D.  
 T.6cy 13 13/16", 20 1/2", 34 1/4" Fitted for oil fuel 11.28. F.P. above 150°F  
 - 24 1/16" 29/11/28

The amount of Entry Fee ... £ 4 : - : When applied for,  
 Special ... £ 59 : 10 : 23. 11. 19 28  
 Donkey Boiler Fee ... £ - : - :  
 Travelling Expenses (if any) £ 12 : 8 : 21/12/28

Friedrich J. P.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 NOV 1928  
 Assigned Thine 11.28 J.D. C.L.  
 Fitted for oil fuel 11.28 F.P. above 150°F