

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 SEP 1927

Date of writing Report 4 Sept. 1927 When handed in at Local Office 10

Port of

Survey held at Rotterdam

Date, First Survey 8 Oct 1926 Last Survey 6 Sept. 1927

on the S.S. Cortica

(Number of Visits 53)

Tons { Gross 3000 Net 2163

Built at Rotterdam By whom built Messrs P. Smit

Yard No. 410

When built 1927

Engines made at Rotterdam By whom made Messrs P. Smit

Engine No. 423

when made 1927

Boilers made at Rotterdam By whom made Messrs P. Smit

Boiler No. 518/519

when made 1927

Registered Horse Power 1900

Owners

Hon. Ned. Stoom. Maatsch. Port belonging to Amsterdam

Nom. Horse Power as per Rule 305

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended

General Trade

Engines, &c. Description of Engines

Vertical Triple Exp. Engine

Revs. per minute 90

Dia. of Cylinders 560-920-1500 mm

Length of Stroke 1100 mm

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 315 mm

Crank pin dia. 315 mm

Crank webs

Mid. length breadth 200 mm

Thickness parallel to axis 232.5 mm

Intermediate Shafts, diameter as per Rule 315 mm

as fitted 315 mm

Thrust shaft, diameter at collars as per Rule 315 mm

as fitted 315 mm

Tube Shafts, diameter as per Rule 315 mm

as fitted 315 mm

Screw Shaft, diameter as per Rule 330 mm

as fitted 330 mm

Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 23-22 mm

as fitted 23-22 mm

Thickness between bushes as per Rule 20 mm

as fitted 20 mm

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

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 1500 mm

Propeller, dia. 4343 mm

Pitch 4343 mm

No. of Blades 4

Material Bronze whether Moveable Solid

Total Developed Surface 607 m² = 447 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 05 mm

Stroke 550 mm

Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 05 mm

Stroke 550 mm

Can one be overhauled while the other is at work Yes

Feed Pumps No. and size 2; 4" x 9 1/2" x 21"

How driven Steam Driven

Pumps connected to the Main Bilge Line

No. and size 2; 140 x 130 x 225 mm; 100 x 210 x 250 mm

How driven Steam Driven

Ballast Pumps, No. and size 1; 100 x 210 x 250

Lubricating Oil Pumps, including Spare Pump, No. and size

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 5 a 2 3/4"

In Holds, &c. No 1 hold 2 a 2 3/4"; No 2 hold 2 a 2 3/4" No 3 hold 2 a 2 3/4" No 4 hold 2 a 2 3/4"

Tunnelwell 1 a 2 1/4"; 1 a 2 1/4" from Cofferdam between No 4 and No 5 tank

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 a 6 3/4"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 a 6 3/4"

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 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 Below

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

How are they protected

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 Yes

Is it fitted with a watertight door Yes

worked from top grating

MAIN BOILERS, &c.—(Letter for record 2) Total Heating Surface of Boilers 550 CM²

Is Forced Draft fitted Yes

No. and Description of Boilers 2 Single Ended

Working Pressure 14.44 kg/cm²

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 7/10/26 Main Boilers 6/10/26 Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements 2/11/26

Oil fuel Burning Piping Arrangements 26/1/27

SPARE GEAR. State the articles supplied:—

Complete set of piston rings for the H. P. M. P. and L. P. pistons.

2 Sets crosshead brasses with bolts and nuts.

1 Set crankpin brasses with bolts and nuts.

4 Main bearing bolts.

1 Set shaft coupling bolts

1 Set of feed and bilge pump valves.

A quantity of assorted bolts and nuts.

1 Screw shaft.

1 Cast iron propeller.

Further as per attached list.

The foregoing is a correct description,

MACHINEFABRIEK & SCHEEPSWERF

van P. SMIT Jr.

Manufacturer.

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Lloyd's Register

Foundation

002653-002658-0160

1486 Oct 8; Nov: 15-25-30; Dec 22; 1917 Jan 4-19-20
 During progress of work in shops - - Feb: 16-20; March 15-22-25-28-30; April 5-11-14-15-
 Dates of Survey while building During erection on board vessel - - 26-28-30 May 3-9-17-19-20-23-25-28 June 1-4-6
 -13-20-22-27-30 July 5-7-20-29 Aug 3-4-5-9-11-16-22
 Total No. of visits 53. 13-26 Sept 6

Dates of Examination of principal parts—Cylinders 16/2/27; 28/2/27; 15/3/27; 22/3/27; 28/3/27; 5/4/27; 22/4/27; 28/4/27; 2/5/27; 9/5/27
 Pistons 19/2/27; 28/2/27; 5/3/27 Piston Rods 15/2/27; 28/2/27; 19/3/27; 22/3/27; 28/3/27; 5/4/27; 22/4/27; 28/4/27; 2/5/27; 9/5/27
 Crank shaft 5/4/27; 14/4/27 Thrust shaft 5/4/27; 14/4/27 Connecting rods 15/2/27; 28/2/27; 19/3/27; 22/3/27; 28/3/27; 5/4/27; 22/4/27; 28/4/27; 2/5/27; 9/5/27
 Tube shaft 29/7/27. Screw shaft 5/4/27; 14/4/27; 26/4/27 Intermediate shafts 5/4/27; 14/4/27; 3/5/27; 9/5/27
 Stern tube 29/7/27. Engine and boiler seatings 3/5/27; 9/5/27 Engines holding down bolts 9/5/27; 17/5/27
 Completion of pumping arrangements 3/8/27 Boilers fixed 9/5/27 Engines tried under steam 4/8/27-6/8/27
 Main boiler safety valves adjusted 5/8/27 Thickness of adjusting washers Port 7 1/2 - 7 1/2 in Harboard 6 1/2 - 7 in
 Crank shaft material S.M. Steel Identification Mark 13-12-14-16 Thrust shaft material S.M. Steel Identification Mark 13-12-14-16
 Intermediate shafts, material S.M. Steel Identification Marks 13-12-14-16 Tube shaft, material S.M. Steel Identification Mark 13-12-14-16
 Screw shaft, material S.M. Steel Identification Mark 13-12-14-16 Steam Pipes, material Steel Test pressure 400 lb Date of Test 28/4/27
 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 No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The Machinery has been made in accordance with the Society's rules approved plans and Secretary letters. Material tested as required and workmanship good. The whole was found in a good working condition during the trial trip on the north coast from the Hook of Holland towards Ymuiden and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with **+ L.M.C. 9-27 fitted for burning oil fuel. Flash point above 150°F. C.L.**

It is submitted that this vessel is eligible for THE RECORD. + LMC 9. 27. FD. CL. Fitted for oil fuel 9. 27. FP. above 150°F.

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

The amount of Entry Fee ... £ 60.00 : When applied for, 28/9 1927
 Special ... £ 993.00 :
 Donkey Boiler Fee ... £ : When received, 14.9.27
 Travelling Expenses (if any) £ 37.50 :

J. H. D. 12/9/27
 Y. Young
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 20 SEP 1927

Assigned + L.M.C. 9: 27 F.D. CL. Fitted for Oil Fuel 9: 27 F.P. above 150°F.

CERTIFICATE WRITTEN.