

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report *July 30 1927* When handed in at Local Office *Aug 10 27* Port of *Trieste* *4 AUG 1927*
 No. in Survey held at *Rotterdam & Trieste* Date, First Survey *June 16* Last Survey *July 26 1927*
 Reg. Book. on the *S. S. Liseta* (Number of Visits *eight*)

Built at *Mauelone* By whom built *Cantiere Navale Triestino* Yard No. *185* When built *1927*
 Engines made at *Rotterdam* By whom made *Rott. Droogdock Nuy* Engine No. *156/7* when made *1927*
 Boilers made at *Rotterdam* By whom made *Rott. Droogdock Nuy* Boiler No. *442/43* when made *1927*
 Registered Horse Power 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 *Venezuela - Curacao*

See also *Rotterdam Report No 16522*
 ENGINES, &c.—Description of Engines *Two triple expansion* Revs. per minute *185*
 Dia. of Cylinders *12 3/4 x 20 1/2 x 33 3/8* 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 *6.62* Crank pin dia. *7"* Crank webs Mid. length breadth *12.99"* Thickness parallel to axis *6.14"*
 as fitted *7"* Mid. length thickness *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 *6.63"*
 as fitted *6.69"* as fitted *7"*

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule *6.92"* Is the { tube } shaft fitted with a continuous liner {
 as fitted as fitted *7.24"* { screw }

Bronze Liners, thickness in way of bushes as per Rule *0.63"* Thickness between bushes as per Rule *0.55"* Is the after end of the liner made watertight in the
 as fitted as fitted
 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*
 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
 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 *34"*

Propeller, dia. *8'3"* Pitch *7'6"* No. of Blades *4* Material *Brass* whether Movable *no* Total Developed Surface *32* sq. feet
 Main Engines, No. *one x 2* Diameter *5.11"* Stroke *3.93"* Can one be overhauled while the other is at work *yes*
 Auxiliary Engines, No. *one x 2* Diameter *5.11"* Stroke *3.93"* Can one be overhauled while the other is at work *yes*

Water Pumps, No. and size *Two 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*
 Main Bilge Line *Cargo* Lubricating Oil Pumps, including Spare Pump, No. and size *One Forward 6" x 6" x 6"*
One in Pump room 6" x 6" x 4 1/2"
Two Cargo Pump 14" x 14" x 16"

Oil Pumps, No. and size *one 6" x 7 1/2" x 6"* ~~Lubricating Oil~~ Pumps, including Spare Pump, No. and size *One Forward 6" x 6" x 6"*
 two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 pumps;—In Engine and Boiler Room *Three 2 1/2"*
 Holds, &c. *Three 2" in pump space; one 3" in Cofferdam; one 3" in forward hold; one*
1/2" in Fore Peak

Water Circulating Pump Direct Bilge Suctions, No. and size *one 7 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size *one 3 1/2"* Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *yes*
 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
 all Sea Connections fitted direct on the skin of the ship *yes* Are they fitted with Valves or Cocks *valves & cocks*
 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*
 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*
 Pipes are carried through the bunkers How are they protected
 pipes pass through the deep tanks Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *yes*
 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 worked from

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *4168* ²⁵⁸
 Forced Draft fitted *yes* No. and Description of Boilers *Two Single Ended Marine* Working Pressure *180 lbs*

A REPORT ON MAIN BOILERS NOW FORWARDED?
 A DONKEY BOILER FITTED? If so, is a report now forwarded?

INS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— *One set of top and bottom end bolts & nuts. One*
set of main bearing bolts & nuts. One set of coupling bolts. One set of pin
and rings. One set of bilge pump valves. One set of their pump valves. One
quantity of bolts & nuts. Iron of various sizes. One cast iron propeller. One
shaft. One crank. One piston rod. One slide valve spindle. One impeller shaft.
One set of spares for pumps.

The foregoing is a correct description,

Manufacturer.



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003808-003815-0331

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

1927, June 16, July 6, 7, 9, 19, 20, 22, 26

Eight

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft 6.7.27 Thrust shaft 6.7.27 Intermediate shafts 6.7.27
 Tube shaft ✓ Screw shaft 16.6.27 Propeller 16.6.27
 Stern tube 16.6.27 Engine and boiler seatings 16.6.27 Engines holding down bolts 6.7.27
 Completion of pumping arrangements 9.7.27 Boilers fixed 7.7.27 Engines tried under steam 28.7.27
 Main boiler safety valves adjusted 22.7.27 Thickness of adjusting washers 9 1/2, 8 1/2, 9
 Crank shaft material S M S Identification Mark 861-862 J.S. Thrust shaft material S M S Identification Mark 7173-7176
 Intermediate shafts, material S M S Identification Marks 7172-7175 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material S M S Identification Mark 7174-7177 Steam Pipes, material Steel Test pressure 550 lbs Date of Test 7.7.27
 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 yes If so, state name of vessel *Martica, Maximina, Luita*

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

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

*The Engine & boilers have been made at Rotterdam and fitted and efficiently run on board by the Cantiere Navale Triestino at Manafaccone. In my opinion the machinery is eligible to be entered in the Society Register Book + LMC 7.27
 "Fitted for oil fuel 7.27 F.P. above 150° F."*

It is submitted that
 this vessel is eligible for
 THE RECORD, + LMC 7.27, F.D. CL.
 Fitted for oil fuel 7.27, F.P. above 150° F.

J.W.D.
 5/8/27
J.P.R.

The amount of Entry Fee ... £ : : When applied for,
 1/5 Special ... £ 1176.- 1.8.1927
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ 350.- 13.9.27
 Holiday fee £ 280.-

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

Committee's Minute TUES. 9 AUG 1927

Assigned

*+ L.M.C. 7.27, F.D. CL.
 Fitted for Oil Fuel 7.27 F.P. above 150° F.*



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CERTIFICATE WRITTEN.

Certificate to be sent to

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