

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 10 When handed in at Local Office 10 Port of Rotterdam
 No. in Survey held at Rotterdam Date, First Survey 10-12-26 Last Survey 20-5-1927
 Reg. Book. on the Engines N^o 156 & 157 (Number of Visits 11)
 Built at Montfalcon By whom built Albemarle & Co. Naval Engineers Yard No. 185 When built
 Engines made at Rotterdam By whom made Pott Droogd M^o Engine No. 156/57 when made 1927
 Boilers made at Rotterdam By whom made Pott Droogd M^o Boiler No. 448/43 when made 1927
 Registered Horse Power Owners Curacaanische Scheep M^o Port belonging to Willemstad
 Diameter Nom. Horse Power as per Rule 236 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Two sets of triple expansion engines Revs. per minute 160
 Dia. of Cylinders 12 1/4 x 20 1/2 x 32 1/2 Length of Stroke 24 1/16 No. of Cylinders 2 x 3 = 6 No. of Cranks 2 x 3 = 6
 Crank shaft, dia. of journals as per Rule 172 as fitted 172 Crank pin dia. 178 Crank webs Mid. length breadth 3.50 Thickness parallel to axis 1.56
 as fitted 178 Mid. length thickness 1.12 Thickness around eye-hole 1.9
 Intermediate Shafts, diameter as per Rule 164.4 as fitted 172 Thrust shaft, diameter at collars as per Rule 172 as fitted 170
 Tube Shafts, diameter as per Rule 186 as fitted 186 Screw Shaft, diameter as per Rule 184 as fitted 184 Is the tube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 16 as fitted 16 Thickness between bushes as per Rule 14 as fitted 14 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 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 Length of Bearing in Stern Bush next to and supporting propeller 808
 Propeller, dia. 8' 3" Pitch 4 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 Stroke 100 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 x 1 Diameter 130 Stroke 100 Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 2 Hemp pumps 6 x 8 1/2 x 18 Pumps connected to the Main Bilge Line No. and size 2 6 x 7 1/2 x 6 1/2 7 1/2 x 5 x 6 1/2
 How driven Steam How driven Steam
 Ballast Pumps, No. and size One 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 —
 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 —
 That Pipes pass through the bunkers — How are they protected —
 That 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 —
 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
 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 — Main Boilers — Auxiliary Boilers — Donkey Boilers —
 Superheaters — General Pumping Arrangements — Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— One set of top end 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, one cast iron propeller, one screw shaft, one crankshaft

The foregoing is a correct description,

ROTTERDAMSCH E DROOGDOK MAATSCHAPPIJ

DIRECTEUR

Manufacturer.

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Lloyd's Register Foundation

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During progress of work in shops - - 1926 10/12 11/12 20/12 23/12 28/12 1927 5/1 11/1 18/1 22/1 28/1 11/2 13/2 15/2 20/2 28/2 29/2
 Dates of Survey while building During erection on board vessel - - -
 Total No. of visits 21

Dates of Examination of principal parts - Cylinders 18/12 15/12 17/12 23/12 Slides 17. 3. 27 Covers 18. 2. 27
 Pistons 18/12 Piston Rods 15/12 28/12 11/1 6/1 Connecting rods 15/12 23/12 28/12 6/1
 Crank shaft 15/12 20/12 23/12 11/1 18/12 Thrust shaft 24/12 14/1 Intermediate shafts 22/12 14/1 27
 Tube shaft L Screw shaft 24/12 28/12 12/1 27 Propeller
 Stern tube Engine and boiler seatings Engines holding down bolts
 Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material L. M. Heel Identification Mark Lloyd's 417 311 314 JS-12-4-21 Thrust shaft material L. M. Heel Identification Mark Lloyd's 417 311 314 JS-12-4-21
 Intermediate shafts, material L. M. Heel Identification Marks Lloyd's 417 311 314 JS-12-4-21 Tube shaft, material L Identification Mark L
 Screw shaft, material L. M. Heel Identification Mark Lloyd's 417 311 314 JS-12-4-21 Steam Pipes, material L Test pressure L Date of Test L
 Is an installation fitted for burning oil fuel L 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 L
 Is this machinery duplicate of a previous case Yes If so, state name of vessel Montrea Maxima

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been made in accordance with the approved plans, Secretary's letters and Society's Rules, material tested as required and workmanship good, and the vessel will in my opinion be eligible to be recorded in the Society's Register Book with **LMC** with date when the machinery has been satisfactory fitted.

The machinery has been forwarded to Montfalcone
A copy of this report has been forwarded to the Trust Surveyors

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	£ 40.00	When applied for,	17/6 27
Special	£ 20.00		
FEE FOR SPARE SHAFTING	£ 50.00	When received,	21.6.27
Donkey Boiler Fee	£		
Travelling Expenses (if any)	£ 20.00		

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

Committee's Minute TUES. 9 AUG 1927
 Assigned See Tr. Rpt. No. 7634