

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 3 NOV 1926

Date of writing Report 15-10-1926 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Rotterdam & Schiedam Date, First Survey 5.5.26 Last Survey 7-10-1926  
Reg. Book. on the *Steel Twin Screw Steamer MATILDE* (Number of Visits 26)

Built at Schiedam By whom built *Scheep M. Nieuwe Waterweg* Yard No. 140 Tons { Gross Net }  
Engines made at Rotterdam By whom made *Rot. Droogd Mij* Engine No. 151.52 when made 1926  
Boilers made at Rotterdam By whom made *Rot. Droogd Mij* Boiler No. 425.24 when made 1926  
Registered Horse Power 236 Owners *Cunneen & Scheep Mij* Port belonging to *Willemsstad*  
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 *Dummele Curacao*

ENGINES, &c.—Description of Engines *Two sets of Triple expansion engines* Revs. per minute 160

Dia. of Cylinders *12 3/4" x 20 1/2" x 33 1/2"* Length of Stroke *24 1/2"* No. of Cylinders *2 + 3 = 6* No. of Cranks *2 x 3 = 6*

Crank shaft, dia. of journals as per Rule *164.4 mm* as fitted *180 mm* Crank pin dia. *170 mm* Crank webs Mid. length breadth *330 mm* Thickness parallel to axis *156 mm*  
as fitted *180 mm* Mid. length thickness *112 mm* Thickness around eye-hole *79 mm*

Intermediate Shafts, diameter as per Rule *164.4 mm* as fitted *170 mm* Thrust shaft, diameter at collars as per Rule *172 mm* as fitted *170 mm*

Tube Shafts, diameter as per Rule *164.4 mm* as fitted *170 mm* Screw Shaft, diameter as per Rule *180 mm* as fitted *184 mm* Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule *164.4 mm* as fitted *170 mm* Thickness between bushes as per Rule *172 mm* as fitted *170 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*

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

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 Yes, U.S. patent

Length of Bearing in Stern Bush next to and supporting propeller *860 mm*

Propeller, dia. *8' 3"* Pitch *7.0* No. of Blades *4* Material *Manila* whether Moveable *no* Total Developed Surface *32* sq. feet

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

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

Feed Pumps { No. and size *2 Wain's 6" x 8 1/2" x 18"* Pumps connected to the { No. and size *2 - 6" x 7 1/2" x 6" - 7 1/2" 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 x 3 1/2" one in well x 2 1/2" in bunker 1 x 2"*

In Holds, &c. *One in fore hold x 3" 2 in fore peak flat x 2" one in forward cofferdam x 2" 3 in pump room x 2" 6 suctions in boyancy spaces connected to main cargo line but fitted with non return valves.*

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

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 \$ ) Total Heating Surface of Boilers *4160*

Is 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 no Donkey Boilers no  
(If not state date of approval)

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 bilge and feed pump valves, a quantity of assorted bolts and nuts, and iron of various sizes, and further as per sister vessels attached list*

SCHIEPSBOUW MII. NIEUWE WATERWEG  
The foregoing is a correct description,

*A. Knappe*

DIRECTOR

Manufacturer.



© 2020

Lloyd's Register  
Foundation

003985-003993-0126



3-9-15-29/3 0-23/4 1-18-21-25-27/5 1-17-23-25/6  
During progress of work in shops -- 2-10/7 - 20/8 - '26  
Dates of Survey while building During erection on board vessel --- 2/9 - 3-9-16-23-25-30/9 - 7/10 - '26  
Total No. of visits 26

Dates of Examination of principal parts—Cylinders 1/10 1/15 1/16 1/16 1/16 1/18 Slides 1/15 Covers 1/15  
Pistons 2/15 5/15 2/16 Piston Rods 2/15 2/15 2/15 Connecting rods 8/14 22/14 1/15 2/15  
Crank shaft 1/15 2/15 2/15 2/15 1/16 Thrust shaft 2/15 1/16 Intermediate shafts 2/15 1/16  
Tube shaft 1/15 Screw shaft 1/15 2/15 1/16 Propeller 9-10-26  
Stern tube 9-10-26 Engine and boiler seatings 3-9-26 Engines holding down bolts 25-9-26  
Completion of fitting sea connections 16-9-26  
Completion of pumping arrangements 25-9-26 Boilers fixed 3-9-26 Engines tried under steam 30-9-26  
Main boiler safety valves adjusted 30-9-26 Thickness of adjusting washers Port boiler all 1/16 in Starboard all 0 1/2 in.  
Crank shaft material S.M. steel Identification Mark 053-854 Thrust shaft material S.M. steel Identification Mark 7.5.17-6-26  
Intermediate shafts, material S.M. steel Identification Marks KH.12526-12531 Tube shaft, material Identification Mark  
Screw shaft, material S.M. steel Identification Mark 7.5.17-6-26 Steam Pipes, material steel Test pressure 546 lbs Date of Test 16-10-26  
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 1/2 Mariana 1/2 Maruja 1/2 Martica

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery and boilers have been made in accordance with the Society's Rules, approved plans and Secretary's letters, material tested as required and workmanship good. The whole was found in a good working condition during a trial trip on the North Sea and we are of opinion that the vessel is eligible to be recorded in the Society's Book with LMC 10-26 fitted for burning oil fuel flashpoint above 150°F. O.G. & C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 10-26. FD. CL. Fitted for oil fuel 10-26. F.P. above 150°F.

W.D. 4/11/26

The amount of Entry Fee ... £ 40.00 : When applied for, 1926  
Special ... £ 700.00 :  
Donkey Boiler Fee ... £ 50.00 :  
Travelling Expenses (if any) £ 36.00 : When received, 1926

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

Committee's Minute FRI. 5 NOV 1928  
Assigned + LMC 10-26 F.D. CL  
Fitted for Oil Fuel 10-26 F.P. above 150°F