

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

111N 231977

Date of writing Report 12.6.1924 When handed in at Local Office

Port of Rotterdam

To. in Survey held at Rotterdam

Date, First Survey 27<sup>th</sup> Oct 1923 Last Survey 3<sup>rd</sup> June 1924

Reg. Book. on the Steel Twin Screw Steamer, MARSELLA

(Number of Visits 43) Gross 2698 Tons

Built at Rotterdam By whom built Rotterdam Droogd Ma

Yard No. 94 When built 1914

Engines made at Rotterdam By whom made Rotterdam Droogd Ma

Engine No. 982 99 when made 1914

Boilers made at Rotterdam By whom made Rotterdam Droogd Ma

Boiler No. 204-205 when made 1914

Registered Horse Power Owners Curacaanish Scheep Ma

Port belonging to Willemstad

Com. Horse Power as per Rule 236

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

GINES, &c.—Description of Engines Two sets of triple expansion engines

Dia. of Cylinders 32 1/2 x 52 1/2 x 86 1/2 Length of Stroke 24 1/2 Revs. per minute 100 No. of Cylinders 1 x 3 No. of Cranks 2 x 3

Dia. of Crank shaft journals as per rule 17 1/2 as fitted 17 1/2 Dia. of Crank pin 1 7/8 Crank webs Mid. length breadth 33 1/2 Mid. length thickness 1 1/2 If shrunk Thickness parallel to axis 150 Mid. length thickness 1 1/2 Thickness around eye-hole 7 1/2

Diameter of Thrust shaft under collars as per rule 16 1/2 as fitted 16 1/2 Diameter of Tunnel shaft as per rule 16 1/2 as fitted 16 1/2 Diameter of Screw shaft as per rule 18 1/2 as fitted 18 1/2 Is the Screw shaft

with a continuous liner the whole length of the stern tube Yes and also Is the after end of the liner made watertight in the propeller boss Yes

the liner is in more than one length are the joints buried Only 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 tightly fit over whole length

no liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit

being efficiently lubricated Yes Length of Stern Bush 86 1/2 Diameter of Propeller 83 1/2

No. of Propeller 4 No. of Blades 4 State whether Moveable No Total Surface 32 1/2 square feet

of Feed Pumps fitted to the Main Engines 2 x 1 Diameter of ditto 15 1/2 Stroke 100 Can one be overhauled while the other is at work Yes

of Bilge Pumps fitted to the Main Engines 2 x 1 Diameter of ditto 15 1/2 Stroke 100 Can one be overhauled while the other is at work Yes

number and size of power driven Feed and Bilge Auxiliary Pumps 2 Hand pumps 6 x 8 1/2 x 18 1 Ballast pump 6 x 1 1/2 x 6 1 Condensate pump 4 1/2 x 6 1/2 x 15 1/2 Donkey pump 4 1/2 x 5 x 6 1

and size of Pumps connected to the Main Bilge Line 2 6 1/2 x 7 1/2 x 6 1 4 1/2 x 5 x 6 1

and size of Ballast Pumps One à 6 x 7 1/2 x 6 No. and size of Lubricating Oil Pumps, including Spare Pump

two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room 4 à 2 1/2 One in well à 2 1/2 and in Holds, &c. in bunker 1 à 2 One in fore

hold à 3 2 on forepeak flat à 2 3 in pump room 2 6 suction in buoyancy spaces

connected to main cargo line, but fitted with nonreturn valves

and size of Main Water Circulating Pump Bilge Suctions One à 4 1/2 No. and size of Donkey Pump Direct Suctions

of Engine Room Bilges One à 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 Yes

all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Both

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes 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

at Pipes are carried through the bunkers None How are they protected

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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

partment to another Yes Is the Screw Shaft Tunnel watertight No tunnel Is it fitted with a watertight door worked from

IN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4168 sq

Forced Draft fitted Yes No. and Description of Boilers 2 Single ended Marine Working Pressure 180 lb

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

A DONKEY BOILER FITTED? No If so, is a report now forwarded?

ANS. Are approved plans forwarded herewith for Shafting No Main Boilers No Auxiliary Boilers Donkey Boilers

(If not state date of approval) 24-11-23 24-12-23 Oil Fuel Burning Piping Arrangements

eral Pumping Arrangements 4-1-24 21-1-24 6-3-24

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 and further as per attached lists

The foregoing is a correct description,

ROTTERDAMSCHЕ DROOGD MAATSCHAP

Manufacturer.

B. C. G. G. G.



© 2020

Lloyd's Register Foundation

005082-005088-0025



