

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office 11th 23 1924

Date of writing Report 12.6.1924 When handed in at Local Office 19 Port of Rotterdam
 To. in Survey held at Rotterdam Date, First Survey 27th Oct 1923 Last Survey 3rd June 1924
 Reg. Book. on the Steel Twin Screw Steamer, MARSELLA (Number of Visits 43) Gross 2698 Tons Net ✓
 Built at Rotterdam By whom built Rotterd. Droogd Mij Yard No. 94 When built 1924
 Engines made at Rotterdam By whom made Rotterd Droogd Mij Engine No. 98299 when made 1924
 Boilers made at Rotterdam By whom made Rotterd Droogd Mij Boiler No. 284285 when made 1924
 Registered Horse Power 236 Owners Curacaush Scheep Mij Port belonging to Willemstad
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Two sets of triple expansion engines
 Dia. of Cylinders 12 1/4 x 20 1/4 x 33 1/8 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 17 1/2 Crank webs Mid. length breadth 33.0 Thickness parallel to axis 150
 as per rule 17 1/2 as fitted 17 1/2 Mid. length thickness 11.5 If shrunk Thickness around eye-hole 7.4
 Diameter of Thrust shaft under collars as per rule 16.4 as fitted 16.4 Diameter of Tunnel shaft as per rule 14.0 as fitted 14.0 Diameter of Screw shaft as per rule 18.6 as fitted 18.4 Is the Screw shaft

with a continuous liner the whole length of the stern tube Yes and also Repaired in gland 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 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
 If 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 860 Diameter of Propeller 83
 Dia. of Propeller 4' 9" No. of Blades 4 State whether Moveable No Total Surface 324 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 x 1 Diameter of ditto 156 Stroke 100 Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 x 1 Diameter of ditto 156 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 Main pumps 6' x 8 1/2' x 18" 1 Ballast pump 6' x 7 1/2' x 6'
1 Condensate pump 4 1/2' x 6 1/2' x 15" 1 Donkey pump 4 1/2' x 5' x 6"
 Number and size of Pumps connected to the Main Bilge Line 2 6 1/2' x 7 1/2' x 6" 4 1/2' x 5' x 6"
 Number and size of Ballast Pumps One à 6' x 7 1/2' x 6" No. and size of Lubricating Oil Pumps, including Spare Pump ✓
 Are 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!
 Number and size of Main Water Circulating Pump Bilge Suctions One à 4 1/2" No. and size of Donkey Pump Direct Suctions
 No. 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
 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 connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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
 How are the Pipes carried through the bunkers None How are they protected ✓
 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 Screw Shaft Tunnel watertight No tunnel Is it fitted with a watertight door ✓ worked from ✓

MAIN 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
 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 No Main Boilers No Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) 24-11-23 24-11-23
 General Pumping Arrangements No 4-1-24 21-1-24 6-3-24 Oil Fuel Burning Piping Arrangements ✓

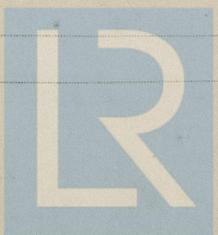
SPARE GEAR. State the articles supplied:— One set of top end bolts and nuts, One set of
bottom end bolts and nuts, one set of main bearing bolts and nuts, one
set of coupling bolts, one set of piston rings, one set of feed and bilge
pump valves, a quantity of assorted bolts and nuts and iron
of various sizes and further as per attached lists

The foregoing is a correct description,

ROTTERDAMSCHЕ DROOGD MAATSCHAP

Manufacturer.

P. C. Gindert



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During progress of work in shops -- *19/23 29/11 1/11 5/11 4/11 16/11 22/11 5/12 6/12 7/12 10/12 13/12 19/12 20/12 19/14 9/14 10/14 17/14 22/14 24/14 26/14 30/14 7/15 12/15 19/15*
25/13 3/13 6/13 14/13 20/13 23/14 24/14 25/14 29/15
 Dates of Survey while building
 During erection on board vessel --- *22/14 5/15 12/15 21/15 27/15 28/15 2/16 3/16*
 Total No. of visits 43

Dates of Examination of principal parts - Cylinders *9/11 19/12* Slides *9-1-24*
 Covers *9-1-24* Pistons *14-3-24* Rods *13/12 25 9/24*
 Connecting rods *5/12 23 10/12 24* Crank shaft *19/12 23 20/13 24* Thrust shaft *6/12 23 19/12 24*
 Tunnel shafts *24/11 24* Screw shaft *29-4-25* Propeller *6-3-24*
 Stern tube *23-4-24* Engine and boiler seatings *5-5-24* Engines holding down bolts *28-5-24*
 Completion of pumping arrangements *28-5-24* Boilers fixed *5-5-24* Engines tried under steam *3-6-24*
 Completion of fitting sea connections *12-5-24* Stern tube *21-5-24* Screw shaft and propeller *21-5-24*
 Main boiler safety valves adjusted *28-5-24* Thickness of adjusting washers *PORT CN^o 1 9 mesh SB 8 1/2 mesh*
 Material of Crank shaft *S.M. Steel* Identification Mark on Do. *Lloyds CN^o 810.819 JS 24*
 Material of Thrust shaft *S.M. Steel* Identification Mark on Do. *Lloyds CN^o 830.831 JS 14*
 Material of ^{Interm} Tunnel shafts *S.M. Steel* Identification Marks on Do. *Lloyds CN^o 839.840 JS 20*
 Material of Screw shafts *S.M. Steel* Identification Marks on Do. *Lloyds CN^o 854.855 JS 29*
 Material of Steam Pipes *Steel* ✓ Test pressure *540 lbs* ✓ Date of Test *23-5-24*
 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 *3/5 MARTINA* ✓

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery and boiler have been made in accordance to 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 I am of opinion that the vessel is eligible to be recorded in the Society's Register Book with **LMC 6-24**. Fitted for burning oil fuel. Flash point above 150°F*

It is submitted that this vessel is eligible for THE RECORD. + LMC 6.24. FD. CL. Fitted for oil fuel 6.24. FP above 150°F.

W.D. [Signature]
24/6/24

J.G. Schoo
 Engineer Surveyor to Lloyd's Register of Shipping

The amount of Entry Fee ... £ 40.00 When applied for, ...
 Special ... £ 408.00 ... 19.
 FEE FOR SPARE SHAFING Donkey Boiler Fee ... £ 50.00 When received, ...
 Travelling Expenses (if any) £ 37.00 30.6.24

Committee's Minute **FRI 27 JUN 1924**
 Assigned + LMC 6.24. F.D. C.L.
Ltd for oil fuel 6.24
FP above 150°F.

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

