

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

SAT. 17 MAY. 1924

Date of writing Report 9.5.24 When handed in at Local Office 1924 Port of Rotterdam
 No. in Survey held at Rotterdam Date, First Survey 16th Oct 1923 Last Survey 1st Mar 1924
 Reg. Book. on the Steel Twin Screw Steamer, MARTINA (Number of Visits 4) Tons Gross 2698
 Built at Rotterdam By whom built A. H. van der Meer & Co. Drogenbosch Yard No. 93 When built 1924
 Engines made at Rotterdam By whom made Rot. Droogda Me Engine No. 96297 when made 1924
 Boilers made at Rotterdam By whom made Rot. Droogda Me Boiler No. 102-283 when made 1924
 Registered Horse Power - Owners Caracantha Scheepvaart Ma Port belonging to Willemstad
 Nom. Horse Power as per Rule 236 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 10 1/2 x 33 1/8 Length of Stroke 610 mms Revs. per minute 100 No. of Cylinders 2 x 3 No. of Cranks 2 x 3
 Dia. of Crank shaft journals 178 mms as per rule 178 mms Dia. of Crank pin 170 mms Crank webs Mid. length breadth 350 mms Thickness parallel to axis 130 mms
 Diameter of Thrust shaft under collars 177 mms as per rule 177 mms Diameter of Tunnel shaft 164 mms as per rule 164 mms Diameter of Screw shaft 184 mms as per rule 184 mms Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes
 If the liner is in more than one length are the joints burped 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 two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Yes
 Pitch of Propeller 4'0" No. of Blades 4 State whether Moveable No Total Surface 32 1/2 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 x 1 Diameter of ditto 130 mms Stroke 100 mms 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 130 mms Stroke 100 mms Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Wear pumps 6 x 8 1/2 x 18" 1 ballast pump 6 x 7 1/2 x 6"
 No. and size of Pumps connected to the Main Bilge Line 1 Condensate pump 7 1/2 x 6 1/2 x 15" (Wear) 1 Donkey pump 7 1/2 x 5 x 6"
 No. and size of Ballast Pumps One 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 Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 2 1/2 one in well 2 1/2" and in Holds, &c. in bunker 1 2" one in fore hold 2" 2 on fore peak flat 2" 3 in pump room 2" 6 suction in main engine spaces connected to main cargo line but fitted with non return valves.
 No. and size of Main Water Circulating Pump Bilge Suctions One 2 1/2" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges One 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
 What Pipes are 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
 Is Forced Draft fitted Yes No. and Description of Boilers 2 single ended Marine Working Pressure 100 lbs
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? No
PLANS. Are approved plans forwarded herewith for Shafting No Main Boilers No Auxiliary Boilers No Donkey Boilers -
 (If not state date of approval) 24-11-23 24-11-23
 General Pumping Arrangements 4-1-24 21-1-24 6-3-24 Oil fuel Burning Piping Arrangements No

SPARE GEAR. State the articles supplied:— One set of top end boltrons 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 list

The foregoing is a correct description,
 DIRECTOR
 Manufacturer.



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Lloyd's Register Foundation

005307-005310-0133

During progress of work in shops -- 1923 26/10 29/10 1/11 5/11 7/11 16/11 22/11 31/11 5/12 6/12 7/12 10/12 13/12 19/12 20/12 28/12 1924 7/1 9/1 10/1 15/1 17/1
 Dates of Survey while building During erection on board vessel ---
 Total No. of visits 47

Dates of Examination of principal parts - Cylinders 26/10 29/10 1/11 5/11 7/11 16/11 22/11 31/11 5/12 6/12 7/12 10/12 13/12 19/12 20/12 28/12 1924 7/1 9/1 10/1 15/1 17/1
 Slides 3/12 13/12 10/1 24/1 24
 Covers 3/12 23/12 10/1 24/1 24 Pistons 10/1 24/1 24 Rods 6/12 13/12 23/12 10/1 29/1 24
 Connecting rods 3/12 23/12 10/1 24/1 24 Crank shaft 26/29/10 1.5.7.16.22/11 6/12 23 Thrust shaft 5/12 23 17/1 24
 Tunnel shafts 23/11 5/12 23/12 24/1 24 Screw shaft 5/12 28/12 23 3/1 9/1 14/1 24 Propeller 7-3-24
 Stern tubes 28-5-24 Engine and boiler seatings 10/5 - 14/5-24 Engines holding down bolts 19/4 25/4 24
 Completion of pumping arrangements 30-4-24 Boilers fixed 14/5-24 Engines tried under steam 7/5-24
 Completion of fitting sea connections 9/4 24 Stern tubes 19/4 24 Screw shafts and propellers 19/4-24
 Main boiler safety valves adjusted 29-4-24 Thickness of adjusting washers Port of 2 8 1/2 inch SB of 4 8 1/2 inch
 Material of Crank shaft S. M. Steel Identification Mark on Do. Lloyds N° 816.817 JS 24-1 24
 Material of Thrust shaft S. M. Steel Identification Mark on Do. Lloyds N° 818.819 JS 24-1-24
 Material of Tunnel shafts S. M. Steel Identification Marks on Do. Lloyds N° 837.838 JS 20-2-24
 Material of Screw shafts S. M. Steel Identification Marks on Do. Lloyds N° 846.847 JS 14-4-24
 Material of Steam Pipes Steel Test pressure 540 lbs Date of Test 15/4 23/4 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 SS MARIQUITO with the exception of the heating surface.

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery and boilers 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 this vessel is eligible to be recorded in the Society's Register Book with record of **LMC 5.24** Fitted for burning oil fuel. Flash point above 150°F.*

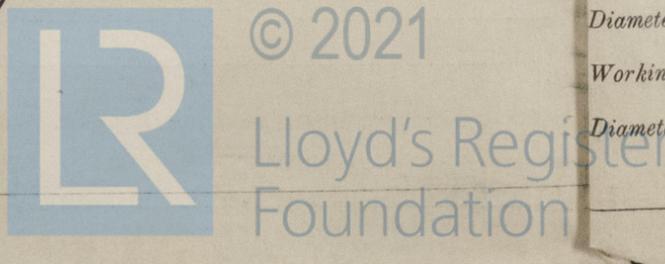
It is submitted that this vessel is eligible for **THE RECORD. + LMC 5.24 FD. CL.**
 Fitted for oil fuel 5.24. FP. above 150°F.

CMS 21/5/24

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

The amount of Entry Fee ... £ 48.00 When applied for, 1924
 Special ... £ 700.00
 FEE FOR SHAFTING etc ... £ 50.00 When received, 1924
 Travelling Expenses (if any) £ 17.00 26/5/24
 Committee's Minute FRI. MAY. 23 1924

Assigned + LMC 5.24 FD. CL.
 Fitted for oil fuel 5.24
 F.P. above 150°F.



Certificate to be sent to *Arthurian Surveyors*

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