

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

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Date of writing Report 9.5.1924 When handed in at Local Office 1924 Port of Rotterdam  
 No. in Survey held at Rotterdam Date, First Survey 16<sup>th</sup> Oct 1923 Last Survey 1<sup>st</sup> Mar 1924  
 Reg. Book. on the Steel Twin Screw Steamer, MARTINA (Number of Visits 45)  
 Built at Rotterdam By whom built Rotterdamse Droogdok Maatschappij Yard No. 93 When built 1914  
 Engines made at Rotterdam By whom made Rotterdamse Droogdok Maatschappij Engine No. 96197 when made 1914  
 Boilers made at Rotterdam By whom made Rotterdamse Droogdok Maatschappij Boiler No. 102-283 when made 1914  
 Registered Horse Power Owners Curacao'sche Scheepvaart Maatschappij 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, &amp;c.—Description of Engines

Two sets of triple expansion engines  
 Dia. of Cylinders 22 1/2 x 20 x 10 1/2 Length of Stroke 610 mm Revs. per minute 100 No. of Cylinders 2 x 3 No. of Cranks 2 x 3  
 Dia. of Crank shaft journals as per rule 178 mm Dia. of Crank pin 170 mm Crank webs Mid. length breadth 350 mm Thickness parallel to axis 130 mm  
 as fitted 178 mm as per rule 178 mm as fitted 178 mm Mid. length thickness 48 mm If shrunk Thickness around eye-hole 7.5 mm  
 Diameter of Thrust shaft under collars as per rule 178 mm Diameter of Tunnel shaft as per rule 164 mm Diameter of Screw shaft as per rule 180 mm  
 as fitted 178 mm as fitted 164 mm as fitted 180 mm 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 burred 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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Yes

Pitch of Propeller 7'0" No. of Blades 4 State whether Moveable No Total Surface 32 square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 x 1 Diameter of ditto 130 mm Stroke 100 mm 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 mm Stroke 100 mm Can one be overhauled while the other is at work Yes  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Feed 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" (Wien) 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 1  
 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 Bilge Pumps;—In Engine and Boiler Room 4 à 2 1/2" one in well à 1 1/2" and in Holds, &c. in bunker 1 à 2" one in fore hold à 3" 2 on fore peak flat à 2" 3 in pump room à 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 à 3 1/2" No. and size of Donkey Pump Direct Suctions to the 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  
 What Pipes are carried through the bunkers None How are they protected Yes  
 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, &amp;c.—(Letter for record S)

Total Heating Surface of Boilers 4168 sq ft  
 Is Forced Draft fitted Yes No. and Description of Boilers 2 single ended Marine Working Pressure 100 lb  
 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 (If not state date of approval) 14.11.23  
 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 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 list

The foregoing is a correct description.

ROTTERDAMSE DROOGDOEK MAATSCHAPPIJ

DIRECTIEUR

The Engineer

Manufacturer.



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005307-005310-0133



Dates of Survey while building  
During progress of work in shops --  
During erection on board vessel --  
Total No. of visits. 47

Dates of Examination of principal parts - Cylinders 26/28 3/29 20/ 4/10 12/24 24 Slides 3/12 13 10/ 24/ 24  
Covers 3/12 23 10/ 24/ 24 Pistons 10/ 24/ 24 Rods 6/12 13 23 10/ 24/ 24  
Connecting rods 3/12 23 10/ 24/ 24 Crank shaft 26/29 1.5.7.16.21 24 6/12 23 Thrust shaft 5/12 23 14/ 24  
Tunnel shafts 2/11 5/12 23 24/ 24 Screw shaft 5/12 23 3/11 14/ 24 Propeller 7-3-24  
Stern tubes 28-5-24 Engine and boiler seatings 10/ 14/ 24 Engines holding down bolts 19/ 25/ 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 tube 5 19/4 24 Screw shaft and propellers 5 19/4-24  
Main boiler safety valves adjusted 29-4-24 Thickness of adjusting washers Port 8 1/2 inch SB 8 1/2 inch  
Material of Crank shaft S. M. Steel Identification Mark on Do. Lloyds N° 816.814 JS 24-1-24  
Material of Thrust shaft S. M. Steel Identification Mark on Do. Lloyds N° 818.814 JS 17-1-24  
Material of Tunnel shaft 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. F.P. above 150°F.

CMS 21/5/24

The amount of Entry Fee ... £ 48.00 When applied for, 12/5 1924  
Special ... £ 700.00  
FEE FOR SHAFTING etc ... £ 50.00 When received, 26/5 24  
Travelling Expenses (if any) £ 17.00  
Committee's Minute FRI. MAY. 23 1924

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



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Certificate to be sent to Petroleum Surveyors