

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 15.10.1926 When handed in at Local Office 19 Port of Rotterdam Received at London Office 25 OCT. 1926 19 MAR. 32

No. in Survey held at Rotterdam Date, First Survey Last Survey 19 Reg. Book. on the Heel der Motorwerf MARPESSA (Number of Visits)

Built at Rotterdam By whom built Rott. Droogd My Yard No. 98 Tons Gross Net When built 1926

Engines made at By whom made Engine No. when made Boilers made at By whom made Boiler No. when made

Registered Horse Power Owners Port belonging to Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

## ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute Crank shaft, dia. of journals as per Rule Length of Stroke No. of Cranks as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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 Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps No. and size How driven Pumps connected to the Main Bilge Line No. and size How driven Ballast Pumps, No. and size 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

In Holds, &c. 1 in pump room à 3" and 2 à 2 1/2" 1 in fore hold à 3" 3 on deep tank top à 2" 1 in fore hold pump room à 2 1/2" 4 in fore hold between decks à 2" 3 in "Cofferdam" à 3" Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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 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 Yes 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 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 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 Forced Draft fitted No. and Description of Boilers Working Pressure IS A REPORT ON MAIN BOILERS NOW FORWARDED? IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

EXTRA GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



010466-010477-0038

1925 1-15/10/26 - 21-29/ 4-6-22/ 16/ 11/6

Dates of Survey while building  
 During progress of work in shops --  
 During erection on board vessel ---  
 Total No. of visits 14

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓  
 Pistons ✓ Piston Rods ✓ Connecting rods ✓  
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓  
 Tube shaft ✓ Screw shaft ✓ Propeller ✓  
 Stern tube 4-2-26 Engine and boiler seatings ✓ Engines holding down bolts ✓  
 Completion of fitting sea connections 11-6-26  
 Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓  
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓  
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓  
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓  
 Is an installation fitted for burning oil fuel ✓ Is the flash point of the oil to be used over 150°F. ✓  
 Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓  
 Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

Sea connections and stentube fitted, examined and found in order  
 All cast-iron inlet chests tested to 50 lbs and found sound and tight  
 Heating coils in tanks in engine room tested to 240 lbs and found sound and tight.  
 Pumping arrangement in cofferdams etc fitted as per approved plans.  
 This vessel has been towed to Newcastle in order to have the Engines fitted

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for,  
 Special ... £ 100.00 ..... 19.....  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ 7.00 30-3-19.....

*J. H. Octava*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
 Assigned \_\_\_\_\_