

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 FEB 1928

Date of writing Report 4/21 1928 When handed in at Local Office 6/21 1928 Port of Trieste

No. in Survey held at Rotterdam & Trieste Date, First Survey 12/12/1927 Last Survey 28/11 1928

Reg. Book. 41648 on the T. S. S. Leticia (Number of Visits 10)

Tons Gross 2580 Net 1116

Built at Monfalcone By whom built Cantiere Navale Triestino Yard No. 197 When built 1928

Engines made at Rotterdam By whom made Platt. Broodog Amy. Engine No 162-163 when made 1927

Boilers made at Rotterdam By whom made Platt. Broodog Amy Boiler No 455-456 when made 1927

Registered Horse Power — Owners Curacaoische Scheepvaart Maats. Port belonging to Willemstad

Nom. Horse Power as per Rule 236 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Venemela - Curavan

See 2750 Rotterdam Rep. No 17044 Two Triple Expansion Revs. per minute 185

ENGINES, &c.—Description of Engines. Dia. of Cylinders 12 3/4 x 20 1/2 x 33 7/8 Length of Stroke 24 7/16 No. of Cylinders 3 x 2 = 6 No. of Cranks 3 x 2 = 6

Crank shaft, dia. of journals as per Rule 6.77 as fitted 7.00 Crank pin dia. 7.00 Crank webs Mid. length breadth 12.99 Thickness parallel to axis 6.14

Intermediate Shafts, diameter as per Rule 6.47 as fitted 6.69 Thrust shaft, diameter at collars as per Rule 6.77 as fitted 7.00

Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 7.08 as fitted 7.24 Is the tube shaft fitted with a continuous liner yes & 0.9.

Bronze Liners, thickness in way of bushes as per Rule 0.59 as fitted Thickness between bushes as per Rule 0.55 as fitted 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 junctions made by fusion through the whole thickness of the liner 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 —

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 yes 0.9 Length of Bearing in Stern Bush next to and supporting propeller 34

Propeller, dia. 8'3" Pitch 7'6" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 32 sq. feet

Feed Pumps worked from the Main Engines, No. one x 2 Diameter 5'11" Stroke 3'93" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. one x 2 Diameter 5'11" Stroke 3'93" Can one be overhauled while the other is at work yes

Feed Pumps No. and size Two 6" x 8 1/2" x 18" Pumps connected to the Main Bilge Line No. and size Two 6" x 7 1/2" x 6" & 7 1/2" x 5" x 6"

Ballast Pumps, No. and size one 6" x 7 1/2" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size One forward 6" x 6" x 6"

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 Three 2 1/2" In Holds, &c. Three 2" in pump space; one 3" in Cofferdam; One 3" in forward hold; One 3 1/2"

in Fore peak

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 7 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 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

Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves & cocks

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 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 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 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 Shaft Tunnel watertight none Is it fitted with a watertight door — worked from —

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

Is Forced Draft fitted yes No. and Description of Boilers Two single ended main Working Pressure 180 lbs

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 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval) Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— One set of top and bottom ends bolts & nuts with

brasses. One set of main bearing bolts & nuts. One set of coupling bolts. One set

of piston rings for each cylinder. One set of valves for each pump on board.

One cast iron propeller. One tail shaft. One crank. One piston rod. One main

shaft sheave and strap. One impeller and shaft for centrifugal pump. One

quadrant block. One guide shoe. Two pump rams. 24 condenser tubes. Assorted

quantity of bolts & nuts. Iron of various sizes.

The foregoing is a correct description,

Manufacturer.



1600-014M

*See Rotterdam Report No 17044.*

During progress of work in shops - - -  
 Dates of Survey while building - - - *1927 Dec 12, 14, 15, 22, 1928 Jan 5, 12, 14, 21, 25, 28,*  
 Total No. of visits *ten*

*See also Rotterdam Report*  
 Dates of Examination of principal parts—Cylinders *12.1.28* Slides *12.1.28* Covers *12.1.28*  
 Pistons *12.1.28* Piston Rods *12.1.28* Connecting rods *12.1.28*  
 Crank shaft *12.1.28* Thrust shaft *12.1.28* Intermediate shafts *12.1.28*  
 Tube shaft - Screw shaft *14.12.27* Propeller *12.12.27*  
 Stern tube *12.12.27 & 15.12.27* Engine and boiler seatings *12.12.27* Engines holding down bolts *12.1.28*  
 Completion of fitting sea connections *12.12.27*  
 Completion of pumping arrangements *25.1.28* Boilers fixed *14.1.28* Engines tried under steam *28.1.28*  
 Main boiler safety valves adjusted *25.1.28* Thickness of adjusting washers *(6S) ↑ (6) 7m*  
 Crank shaft material *PM S* Identification Mark *869.870 JS 29.7.27* Thrust shaft material *PM S* Identification Mark *1320 JS 29.7.27*  
 Intermediate shafts, material *PM S* Identification Marks *212-214 10.10.27* Tube shaft, material - Identification Mark -  
 Screw shaft, material *PM S* Identification Mark *2287 JS 10.10.27* Steam Pipes, material *Steel* Test pressure *550 lbs* Date of Test *12.1.28*  
 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 the use of oil as fuel been complied with *yes*  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *yes* If so, have the requirements of the Rules been complied with *yes*  
 Is this machinery duplicate of a previous case *yes* If so, state name of vessel *Sixta*

**General Remarks** (State quality of workmanship, opinions as to class, &c.)  
*This machinery has been made in accordance with the approved plans, Secretary letter and Society Rules. The material and workmanship are good.*  
*The Engines and Boilers have been made at Rotterdam and fitted and efficiently run on board by the Cantiere Navale Triestino at Monfalcone. In my opinion the machinery is eligible to be recorded in the Society Register Book + LMC 1.28*  
*"Fitted for oil fuel 1.28 F.P. above 150° F."*

**It is submitted that this vessel is eligible for THE RECORD. + LMC 1.28. FD. CL.**  
*Fitted for oil fuel 1.28. F.P. above 150° F.*

*J.W.D.*  
*15/2/28*

*P. P. P. P. P.*  
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £	:	:	When applied for,
<i>1/5</i> Special ... £	:	<i>1116.-</i>	<i>9/2/28</i>
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) <i>Nil</i>	:	<i>278.-</i>	<i>23/2/28</i>

Committee's Minute *TUES. 21 FEB 1928*  
 Assigned *+ L.M.C 1.28 P.P.P. Ct.*  
*Fitted for Oil Fuel 1.28 F.P. above 150° F.*



Treasurer's Office

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