

Rpt. 4.

No. 78444

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 4/21 1928 When handed in at Local Office 6/2/ 1928 Port of Trieste
No. in Survey held at Rotterdam & Trieste Date, First Survey 12/12/1927 Last Survey 28/1/ 1928
Reg. Book. 41648 on the T. S. S. Leticia (Number of Visits 10)
Built at Monfalcone By whom built Cantiere Navale Triestino Yard No. 197 When built 1928
Engines made at Rotterdam By whom made Raff. Droogdorp Nij. Engine No 162-163 when made 1927
Boilers made at Rotterdam By whom made Raff. Droogdorp Nij. 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 Vineruela - Curavan

See 2750 Rotterdam Rep. No 17044
ENGINES, &c.—Description of Engines. Two Triple Expansion Revs. per minute 185
Dia. of Cylinders $12\frac{3}{4} \times 20\frac{1}{2} \times 33\frac{7}{8}$ Length of Stroke $24\frac{1}{16}$ No. of Cylinders $3 \times 2 = 6$ No. of Cranks $3 \times 2 = 6$
Crank shaft, dia. of journals as per Rule 6.73 Crank pin dia. 7.00 Crank webs Mid. length breadth 12.99 Thickness parallel to axis 6.14
as fitted 7.00 Mid. length thickness 4.4 shrunk Thickness around eye-hole 3.11
Intermediate Shafts, diameter as per Rule 6.47 Thrust shaft, diameter at collars as per Rule 6.77
as fitted 6.69 as fitted 7.00
Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 7.08 Is the tube shaft fitted with a continuous liner yes & 0.9.
as fitted — as fitted 7.24
Bronze Liners, thickness in way of bushes as per Rule 0.59 Thickness between bushes as per Rule 0.55 Is the after end of the liner made watertight in the
as fitted — as fitted — 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 & 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 & 2 Diameter 5'11" Stroke 3'93" Can one be overhauled while the other is at work yes
Feed Pumps No. and size Two Weir 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"
How driven Steam How driven Steam
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
fric 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.

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+ L.M.C. 1:28 P.D. Ct.
Fitted for Oil Fuel 1:28 F. Caboni 15007