

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

19 DEC 1927

Date of writing Report *S - 12. 10 27* When handed in at Local Office

Port of *Rotterdam*

No. in Survey held at *Rotterdam*  
Reg. Book.

Date First Survey *23-6-27* Last Survey *23-11-1927*

41648 on the Engine No. *162. 163* *S/S Leticia*

(Number of Visits *29*)  
Tons Gross *2580*  
Net *1116*

Built at *Moufalcone* By whom built *Ebbero Cantieri Navale Triestina* Yard No. *197*

When built *1928*

Engines made at *Rotterdam* By whom made *Pott Drooga My* Engine No. *162/63*

when made *1927*

Boilers made at *Rotterdam* By whom made *Pott Drooga My* Boiler No. *455/56*

when made *1927*

Registered Horse Power Owners *Curacauseche Scheep My* 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

## ENGINES, &c.—Description of Engines *Two sets of triple expansion engines* Revs. per minute *160*

Dia. of Cylinders *12 3/4 x 20 1/2 x 33 1/8* Length of Stroke *24 1/16* No. of Cylinders *2 x 3 = 6* No. of Cranks *2 x 3 = 6*

Crank shaft, dia. of journals as per Rule *178.4 mill* Crank pin dia. *170 mill* Crank webs Mid. length breadth *330 mill* Thickness parallel to axis *156 mill*

Intermediate Shafts, diameter as per Rule *164.4 mill* Thrust shaft, diameter at collars as per Rule *172.4 mill*

Tube Shafts, diameter as per Rule *189.6 mill* Screw Shaft, diameter as per Rule *184 mill* Is the *tube* shaft fitted with a continuous liner *Yes*

Bronze Liners, thickness in way of bushes as per Rule *15 mill* Thickness between bushes as per Rule *14 mill* 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 *no*

If two liners are fitted, is the shaft lapped or protected between the liners *no* Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft *Yes* Length of Bearing in Stern Bush next to and supporting propeller *860 mill*

Propeller, dia. *8' 3"* Pitch *7'* No. of Blades *4* Material *Brass* whether Movable *no* Total Developed Surface *32* sq. feet

Feed Pumps worked from the Main Engines, No. *2 x 1* Diameter *130 mill* Stroke *100 mill* Can one be overhauled while the other is at work *Yes*

Bilge Pumps worked from the Main Engines, No. *2 x 1* Diameter *130 mill* Stroke *100 mill* Can one be overhauled while the other is at work *Yes*

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

Ballast Pumps, No. and size *One 6 x 9 1/2 x 6"* Lubricating Oil Pumps, including Spare Pump, No. and size *no*

Are two independent means arranged for circulating water through the Oil Cooler *no* Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps; *no* Engine and Boiler Room *no* In Holds, &c. *no*

## Main Water Circulating Pump Direct Bilge Suctions, No. and size *no* Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size *no* Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes *no*

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 *no*

Are all Sea Connections fitted direct on the skin of the ship *no* Are they fitted with Valves or Cocks *no*

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates *no* Are the Overboard Discharges above or below the deep water line *no*

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel *no* Are the Blow Off Cocks fitted with a spigot and brass covering plate *no*

What Pipes are carried through the bunkers *no* How are they protected *no*

What pipes pass through the deep tanks *no* Have they been tested as per Rule *no*

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *no*

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 *no* Is the Shaft Tunnel watertight *no* Is it fitted with a watertight door worked from *no*

## 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 *180 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 *no*

Superheaters *no* General Pumping Arrangements *no* 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, one cast iron propeller, one screw shaft*

*and one crankshaft.*

The foregoing is a correct description,

ROTTERDAMSCHER DROOGMAATSCHAP

DIRECTIEUR

Manufacturer.



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Lloyd's Register

Foundation

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No 152  
KIMAN & SART AMST

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