

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

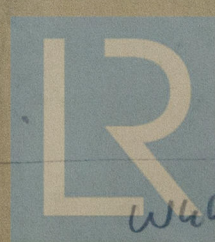
Received at London Office 19.11.24.  
Date of writing Report 31<sup>st</sup> Oct 1924 When handed in at Local Office 19 Port of **HAMBURG**  
No. in Survey held at **KIEL** Date, First Survey 22<sup>nd</sup> July Last Survey 11<sup>th</sup> Oct. 1924.  
Reg. Book. on the **Steel S.S. "VENEDIA"** (Number of Visits 17)  
Built at **KIEL** By whom built **HOWALDTSWERKE** Yard No. **642** Tons { Gross 1150  
Engines made at **KIEL** By whom made **HOWALDTSWERKE** Engine No. when built 1924.  
Boilers made at **KIEL** By whom made **HOWALDTSWERKE** Boiler No. 1395 when made 1924.  
Registered Horse Power Owners **F. E. DAMPSKIBSELSKABET D. F. K.** Port belonging to **COPENHAGEN**.  
Nom. Horse Power as per Rule 113 Is Refrigerating Machinery fitted for cargo purposes 710 Is Electric Light fitted Yes.

ENGINES, &c.—Description of Engines One triple expansion reciprocating engine.  
Dia. of Cylinders 14 1/2" 24" 32" Length of Stroke 650 mm. Revs. per minute 130 No. of Cylinders 3 No. of Cranks 3  
Dia. of Crank shaft journals as per rule 194 mm. Dia. of Crank pin 210 mm. Crank webs Mid. length breadth 303 mm. Thickness parallel to axis 130 mm.  
Diameter of Thrust shaft under collars as per rule 194 mm. Diameter of Tunnel shaft as per rule 184.9 mm. Diameter of Screw shaft as per rule 206.6 mm. Is the Screw shaft  
fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned If the liner does not fit tightly at the part  
between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit  
of it being efficiently lubricated Length of Stern Bush 1000 mm. Diameter of Propeller 3010 mm.  
Pitch of Propeller 2380 mm. No. of Blades 4 State whether Moveable No Total Surface 33.69 square feet.  
No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 54 mm. Stroke 350 mm. Can one be overhauled while the other is at work Yes  
No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 60 mm. Stroke 350 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. 1 for feed: 180 x 120 x 150 mm. for bilge also Ballast pump  
No. and size of Pumps connected to the Main Bilge Line 2 - 190 x 230 x 300 mm. duplex. - 180 x 120 x 150 mm. duplex.  
No. and size of Ballast Pumps 1 Sept. 190 x 230 x 300 mm. No. and size of Lubricating Oil Pumps, including Spare Pump  
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 3 each of 50 mm. 2 each of 60 mm. 2 each of 80 mm. and in Holds, &c. 2 each of 70 mm. 2 each of 60 mm.  
from hold: 2 each of 70 mm. - from tanks 6 of 80 mm. 2 of 60 mm. from after peak 1 of 60 mm.  
No. and size of Main Water Circulating Pump Bilge Suctions 1 - 100 mm. No. and size of Donkey Pump Direct Suctions  
to the Engine Room Bilges 1 of 80 mm. Are all the Bilge Suction Pipes in holds and tanks 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 valves + cocks  
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 fore hold suction How are they protected wooden casings  
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 math. off. Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 196.2 sq. m. 2112 sq. ft.  
Is Forced Draft fitted no. No. and Description of Boilers 2 single end, multitubular. Working Pressure 13 kg. / cm.<sup>2</sup>  
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
IS A DONKEY BOILER FITTED? no. If so, is a report now forwarded? Yes  
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes  
General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes  
SPARE GEAR. State the articles supplied:—All spare articles as required in Section 37, page  
88 of the Rules (1924-25) have been supplied.

The foregoing is a correct description,  
**HOWALDTSWERKE**

Manufacturer.



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Lloyd's Register  
Foundation



During progress of work in shops - - 22/7 - 25/7 - 4/8 - 13/8 - 14/8 - 22/8 - 26/8 - 29/8 - 3/9 - 4/9 - 12/9 - 23/9 - 26/9 - 6/10 - 7/10 - 11/10/24  
During erection on board vessel - -  
Total No. of visits 17.

Dates of Examination of principal parts - Cylinders 22/7 - 26/8 - 29/8 - 23/9/24 Slides 29/8 - 23/9/24.  
Covers 26/8 - 23/9/24. Pistons 26/8 - 29/8/24 Rods 26/8 - 29/8/24  
Connecting rods 26/8 - 29/8/24 Crank shaft 4/8 - 14/8 - 26/8 - 24/9/24 Thrust shaft 14/8 - 29/8 - 24/9/24  
Tunnel shafts 29/8 - 4/9 - 24/9/24 Screw shaft 26/8 - 29/8 - 16/9 - 24/9/24 Propeller 12/9/24  
Stern tube 12/9/24. Engine and boiler seatings 23/9/24. Engines holding down bolts 3/10/24.  
Completion of pumping arrangements 7/10/24 Boilers fixed 3/10/24. Engines tried under steam 11/10/24.  
Completion of fitting sea connections 12/9/24. Stern tube 12/9/24. Screw shaft and propeller 3/10/24.  
Main boiler safety valves adjusted 11/10/24. Thickness of adjusting washers For. 10 2. Npl 12 2. For. 9 2. 4 14 2.  
Material of Crank shaft Steel Identification Mark on Do. No 1 W. N. 24. 9. 24.  
Material of Thrust shaft Steel Identification Mark on Do. No 2 W. N. 24. 9. 24.  
Material of Tunnel shafts Steel Identification Marks on Do. No 3 W. N. 24. 9. 24.  
Material of Screw shafts Steel Identification Marks on Do. No 3678 F. W. 16. 9. 24. For. No 4. W. N. 24. 9.  
Material of Steam Pipes Steel. ✓ Test pressure 555 lbs. ✓ Date of Test 3/10/24.  
Is an installation fitted for burning oil fuel no. ✓ 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.)  
Material and workmanship of engine and boiler are of good quality; the outfit is ample. The materials used in the construction are made at Works recognized by the Committee and have been tested in conformity with the requirements of the Rules. Engine and boiler have been built in accordance with the approved plans and the Secretary's letter E - 27/12/23 4/11/24 - 8/2/24 - 15/2/24 - 11/3/24 - 24/3/24. and otherwise in conformity with the Rules. I attended to a 6 hour trial trip, when the machinery has given full satisfaction under full working and manoeuvring conditions. It is eligible in my opinion for notification "L N. C. - 10, 24".  
C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 10. 24. CL.

T. 3G 14 3/4" 24" + 39 3/8" - 25 1/2"  
20/11/24

Friedrich Hif  
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3. : 0. :  
Special ... £ 28. : 5. :  
Donkey Boiler Fee ... £ - : - :  
Travelling Expenses (if any) £ 14 : 15. :  
When applied for, 28. 11. 1924  
When received, 22. 11. 1924

Committee's Minute FRI. 21 NOV 1924  
Assigned + Lmb 10. 24. CL