

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 9. 3. 1927 When handed in at Local Office 10 Port of Rotterdam
No. in Survey held at Rotterdam Date, First Survey 29. 3. 27 Last Survey 3. 3. 1927
Reg. Book. on the *Stedensche Stoomer SIMON BOLIVAR* (Number of Visits 49)
Built at Rotterdam By whom built Rotterdamse Droogdok Maas Yard No. 138 Tons { Gross 790
Engines made at Rotterdam By whom made .. Engine No. 147 when made 1927 Net 4160
Boilers made at Rotterdam By whom made .. Boiler No. 417-10-19 when made 1926
Registered Horse Power 856 Owners Hon. Ned. Hoomb. Maas Port belonging to Amsterdam
Nom. Horse Power as per Rule 892 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which Vessel is intended Holland. Dutch West India.

Engines, &c. — Description of Engines Vertical Quadruple expansion Revs. per minute 81
Dia. of Cylinders 28 1/2" x 40 1/2" x 58 1/2" x 84 1/2" Length of Stroke 35 1/2" No. of Cylinders 4 No. of Cranks 4
Crank shaft, dia. of journals as per Rule 410 mm Crank pin dia. 426 mm Crank webs Mid. length breadth 640 mm Thickness parallel to axis 26 mm
as fitted 410 mm Mid. length thickness 265 mm Thickness around eye-hole 185 mm
Intermediate Shafts, diameter as per Rule 400 mm Thrust shaft, diameter at collars as per Rule 420 mm
as fitted 400 mm Is the tube shaft fitted with a continuous liner Yes
Tube Shafts, diameter as per Rule 440 mm Screw Shaft, diameter as fitted 440 mm
Bronze Liners, thickness in way of bushes as per Rule 22 mm Thickness between bushes as per Rule 19 mm 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 No Length of Bearing in Stern Bush next to and supporting propeller 7'-4 1/2"
Propeller, dia. 18'6" Pitch 18'6" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 123 sq. feet
Feed Pumps worked from the Main Engines, No. 2 Diameter 120 mm Stroke 675 mm Can one be overhauled while the other is at work Yes
Bilge Pumps worked from the Main Engines, No. 2 Diameter 120 mm Stroke 675 mm Can one be overhauled while the other is at work Yes
Feed Pumps { No. and size 2. 6" x 4 1/2" x 6" Pumps connected to the { No. and size 1. 9" x 9" x 10"
How driven Steam Main Bilge Line How driven Steam
Ballast Pumps, No. and size One 9" x 9" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler
Bilge Pumps; — In Engine and Boiler Room 4" to 2 1/4" one in copperclad in 3" one in tunnel well 2 1/4"
In Holds, &c. 2 in. ex. 1 hold a 3" in ex. 2 a 3" 1 in ex. 3 hold a 3 1/4" 2 in ex. 4 hold a 3" one in 2 1/2"
in well at frame ex. 19. One a 2 1/2" in well at frame ex. 22
Main Water Circulating Pump Direct Bilge Suctions, No. and size One a 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
No. and size One a 5" one a 2 1/4" 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 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 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 None 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 Yes Is it fitted with a watertight door Yes worked from Upper platform

MAIN BOILERS, &c. — (Letter for record (2)) Total Heating Surface of Boilers 12512 sq. ft.
Is Forced Draft fitted Yes No. and Description of Boilers 4 PE Multitubular Marine Working Pressure 225 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) 1. 3. 26. 2. 4. 26 3. 2. 26
if not Superheaters General Pumping Arrangements 10. 4. 26 Oil fuel Burning Piping Arrangements 13. 11. 26

SPARE GEAR. State the articles supplied: — Two top end bolts and nuts, two bottom end bolts and nuts
1 main bearing bolts and nuts One set of coupling bolts One set of valves for feed and bilge pumps
A quantity of assorted bolts and nuts Iron of various sizes One propeller shaft one propeller one piston
rod one eccentric strap and chain, one set of top end bracers, one set of bottom end bracers, one set
of main bearing bracers, one pump bracket and rod. A full set of spares for all main machinery
and further as per attached lists

The foregoing is a correct description,

ROTTERDAMSCHЕ DROOGDOCK MAATSCHAP

DIRECTOR

Manufacturer.



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Lloyd's Register
Foundation

1478-006

During progress of work in shops - - 14.16.26, 15.1.27, 1.2.27, 23.2.27, 9.4.27, 12.6.27, 16.7.27, 1.8.27, 10.10.27, 17.11.27, 16.12.27, 13.1.28, 12.1.28
 Dates of Survey while building During erection on board vessel - - 28.1.28, 16.1.28, 6.2.28, 8.2.28, 10.2.28, 14.2.28, 19.2.28, 3.3.28, 6.3.28, 10.3.28, 13.3.28, 16.3.28, 19.3.28, 23.3.28, 27.3.28, 30.3.28
 Total No. of visits 49

Dates of Examination of principal parts - Cylinders 24.26, 17.26 Slides 11.11.26 Covers 24.26, 17.26
 Pistons 23.26, 24.26, 16.10.26 Piston Rods 24.9.26 Connecting rods 24.9.26
 Crank shaft 22.7.26 Thrust shaft 6.12.26 Intermediate shafts 14.3.26
 Tube shaft 2 Screw shaft 14.4.26, 19.4.26, 19.4.26 Propeller 6.12.26
 Stern tube 16.10.26 Engine and boiler seatings 8.12.26 Engines holding down bolts 9.2.27
 Completion of fitting sea connections 25.10.26
 Completion of pumping arrangements 9.2.27 Boilers fixed 9.10.26 Engines tried under steam 1.3.27
 Main boiler safety valves adjusted 28.2.27 Thickness of adjusting washers F Port 5.17, A Port 18.17
 Crank shaft material J.M. Heel Identification Mark 2204ds HK. 12664.05.18.25 Thrust shaft material J.M. Heel Identification Mark 2204ds HK. 12664.05.18.25
 Intermediate shafts, material J.M. Heel Identification Marks 2204ds HK. 12664.05.18.25 Tube shaft, material Identification Mark 2204ds HK. 12664.05.18.25
 Screw shaft, material J.M. Heel Identification Mark 2204ds HK. 12664.05.18.25 Steam Pipes, material Heel Test pressure 60 lbs Date of Test 13.12.27
 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 carrying and burning oil fuel been complied with Yes
 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.) The machinery has been made in accordance with the Society's Rules, approved plans and Secretary's letters, material tested as required and workmanship good. The whole was found in a good working condition during a trial trip on the North Sea and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with **LMC 3 27. CL. fitted for burning oil fuel.**

It is submitted that this vessel is eligible for THE RECORD. + LMC 3. 27. FD. CL. Fitted for oil fuel 3. 27. FP above 150°F.

J. J. Ochoa
 11/4/27
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 72.00 When applied for, 29/3 19.27
 Special ... £ 1437.60
 Donkey Boiler Fee ... £ : : When received, 11.4.27
 Travelling Expenses (if any) £ 60.00

Committee's Minute
 Assigned + Lmc 3. 27 3D, CL. Fitted for oil fuel 3. 27 FP above 150°F