Rpt. 4.

No. 8045

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 11 AUG 1928

Date of writing Report 4/8/ 1928 When handed in at Local Office 6/8/ 1928 Port of Trieste

No. in Reg. Book. 77018 Survey held at Monfalcone Date, First Survey June 25 Last Survey July 25 1928 (Number of Visits eleven)

on the S.S. Luccicia Tons Gross 2584 Net 1717

Built at Monfalcone By whom built Cantiere Navale Triestino Yard No. 203 When built 1928

Engines made at Rotterdam By whom made Rott. Droogdok Mij Engine No. 167/168 when made 1928

Boilers made at Rotterdam By whom made Rott. Droogdok Mij Boiler No. 468/469 when made 1928

Registered Horse Power Owners Curacaosche Stoomvaart Mij 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 Venezuela - Curacao

ENGINES, &c.—Description of Engines Two sets Triple expansion (See also Rotterdam Report 29.5.28)

Dia. of Cylinders 12 3/4 x 20 1/2 x 33 7/8 Length of Stroke 24 7/16 No. of Cylinders 2 x 3 Revs. per minute

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" Mid. length thickness 4.4" shrunk No. of Cranks 2 x 3 Thickness parallel to axis 6.14" Thickness around eye-hole 3.11"

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~~ screw shaft fitted with a continuous liner yes also oil gland

Bronze Liners, thickness in way of bushes as per Rule / as fitted 0.59 Thickness between bushes as per Rule / as fitted 0.55 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 Alpatent O.G. 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 Weir 6" x 8 1/2 x 18" How driven Steam **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

Ballast Pumps, No. and size One 6" x 7 1/2 x 6" **CARGO** ~~**Lubricating Oil**~~ **Pumps,** including Spare Pump, No. and size One Forward 6" x 6" x 6" One in Pump Room 5 x 6 x 4 1/2 Two Cargo Pumps 14" x 14" x 16"

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 as approved

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 ft²

Is Forced Draft fitted yes No. and Description of Boilers 2 SB 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 end 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 eccentric sheave and strap. One impeller and shaft for centrifugal pump. One quadrant block. One guide block. Two pump rams. 24 condenser tubes. Assorted quantity of bolts & nuts. Iron of various sizes.

The foregoing is a correct description,

Manufacturer.

W 51-0063

Dates of Survey while building — During progress of work in shops - -

During erection on board vessel - - - 1928 June 25, 26, July 2, 9, 17, 19, 25

Total No. of visits seven

See also Rotterdam Report

Dates of Examination of principal parts—Cylinders ____ Slides ____ Covers ____

Pistons ____ Piston Rods 2·7·28 ____ Connecting rods 2·7·28

Crank shaft 2·7·28 ____ Thrust shaft 9·7·28 ____ Intermediate shafts 9·7·28

Tube shaft ____ Screw shaft 26·6·28 ____ Propeller 26·6·28

Stern tube 25·6·28 ____ Engine and boiler seatings 25·6·28 ____ Engines holding down bolts 9·7·28

Completion of fitting sea connections 26·6·28

Completion of pumping arrangements ____ Boilers fixed 9·7·28 ____ Engines tried under steam ____

Main boiler safety valves adjusted ____ Thickness of adjusting washers ____

Crank shaft material SMS ____ Identification Mark 886-886 JS 9·2·27 ____ Thrust shaft material SMS ____ Identification Mark 887-888 JS 8·2·27

Intermediate shafts, material SMS ____ Identification Marks 7858-7860 HK JS 5·4·28 ____ Tube shaft, material — ____ Identification Mark —

Screw shaft, material SMS ____ Identification Mark 7859-7861 HK JS 5·4·28 ____ Steam Pipes, material steel ____ Test pressure 560 lbs ____ Date of Test 17·7·28

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 of the Rule 1921-22

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo oil Tanker ____ 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 Lucita and others

General Remarks (State quality of workmanship, opinions as to class, &c. See Rotterdam Report 29·5·28

The engine and Boilers were efficiently fitted on board this vessel by the Cantiere Navale Tuertino at Monfalcone. In my opinion the machinery is eligible to be recorded in the Society Register Book with +LMC 7·28 "Fitted for oil fuel 7·28 FP above 150° F.

It is submitted that this vessel is eligible for THE RECORD.

+LMC 7·28 Cl. F.D.
Fitted for oil fuel 7·28 FP above 150° F.

29.7.

24/8/28.

Certificate to be sent to Trieste

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

The amount of Entry Fee ... £ : : When applied for,

1/5 Special ... ... Line 1116— : 14/8/ 1928

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ 486- : 28·8·28

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 31 AUG 1928

Assigned +LMC 7.28 FD Cl.
Fitted for oil fuel 7.28
FP above 150° F

CERTIFICATE MAILED