

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 FEB '35

Writing Report 22 February 1935 When handed in at Local Office

19 Port of Amsterdam

Survey held at Amsterdam

Date, First Survey 17 July 34. Last Survey 11 February 1935

Book.

(Number of Visits 25)

on the Twin screw steamer "ROSA"

Gross 3145.26

Net 1554.79

When built 1935

At Amsterdam By whom built N.V. Nederlandsche Scheepbouw

Yard No. 232

made at Amsterdam

By whom made Werkspoor

Engine No.

when made 1935

made at Renfrew

By whom made Babcock &amp; Wilcox Ltd

Boiler No. 6/1292

when made 1935

Indicated Horse Power 2400

Owners Curacaosche Scheepvaart N.V.

Port belonging to Willemstad

Horse Power as per Rule 366

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

for which Vessel is intended Between Curacao &amp; Venezuela

VES, &amp;c.—Description of Engines Triple expansion 27 3/4" Revs. per minute 175

Cylinders 15 1/4" x 25" x 40 3/4" Length of Stroke 27 3/4" No. of Cylinders 3 No. of Cranks 3

shaft, dia. of journals as per Rule approved 2 1/2" Crank pin dia. 2 1/2" Crank webs Mid. length breadth 4 1/2" Mid. length thickness 4 1/2" Thickness parallel to axis

Intermediate Shafts, diameter as per Rule approved 1 3/4" Thrust shaft, diameter at collars as per Rule approved 2 1/2"

Shafts, diameter as per Rule approved 1 3/4" Screw Shaft, diameter as per Rule approved 2 1/2" Is the tube shaft fitted with a continuous liner yes

Liners, thickness in way of bushes as per Rule approved 1 1/2" Thickness between bushes as per Rule approved 1 1/2" Is the after end of the liner made watertight in the

r boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes (2 lengths)

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 tightly filled

liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube

yes If so, state type Tickers Length of Bearing in Stern Bush next to and supporting propeller 8 1/2"

Peller, dia. 9' 6" Pitch 7' 7" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 30 sq. feet

Pumps worked from the Main Engines, No. 2 Diameter 1 1/2" Stroke 120" Can one be overhauled while the other is at work yes

Pumps worked from the Main Engines, No. 2 Diameter 1 1/2" Stroke 120" Can one be overhauled while the other is at work yes

No. and size 2 1/2" x 10 1/2" x 22" Pumps connected to the Main Bilge Line No. and size 2 engine pumps and one ballast pump

How driven Steam How driven steam engines and steam driven

Pumps, No. and size one 8" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size

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

Pumps;—In Engine and Boiler Room 3 x 3 1/4" and 1-2 1/4" from oil bilge wells

Is, &amp;c. two in each hold: 2 1/4" one 4" in coffin down 2-2" on peak deck and one from peak 8 1/2"

Water Circulating Pump Direct Bilge Suctions, No. and size one 10" Independent Power Pump Direct Suctions to the Engine Room Bilges,

size one 6" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

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

Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves &amp; cocks

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

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

Pipes pass through the bunkers none How are they protected

Pipes pass through the deep tanks Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

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

ment to another yes Is the Shaft Tunnel watertight no tunnel Is it fitted with a watertight door worked from

N BOILERS, &amp;c.—(Letter for record S) Total Heating Surface of Boilers 6520 sq. ft.

Draught fitted yes No. and Description of Boilers 2 Babcock &amp; Wilcox Working Pressure 180 lbs

REPORT ON MAIN BOILERS NOW FORWARDED? yes

DONKEY BOILER FITTED? none If so, is a report now forwarded?

NS. Are approved plans forwarded herewith for Shafting E.W.S. 34 11-2-34 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval) 29-9-34 29-10-34 Oil fuel Burning Piping Arrangements 14-11-34

General Pumping Arrangements 29-9-34 29-10-34

IRE GEAR. State the articles supplied:—As per rules

And as per attached list

The foregoing is a correct description,

WERKSPoor N.V.

Manufacturer.



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Lloyd's Register  
Foundation

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During progress of work in shops -- 1924. July 17, 27, 31 Aug 15, 21 Sept 11, 12, 20, 24, 27 October 2, 3, 17, 19, 24, Nov 5, 6, 10, 16, 20, 26, 29, 30 Dec 1, 3, 4, 5, 6, 7, 10, 11, 12, 14, 19, 20, 21, 22.  
Dates of Survey while building During erection on board vessel -- 1924. Dec 27, 28, Jan 3, 4, 8, 10, 11, 14, 15, 21, 23, 29, Feb 1, 5, 7, 11  
Total No. of visits 55

Dates of Examination of principal parts—Cylinders 20, 24 Sept 17, 10, 14 Slides 20-24 Sept Covers 12-24 Sept  
Pistons 20, 24, 27 Sept Piston Rods 19 Oct 8 Nov 20 Dec Connecting rods 19 Oct 8 Nov 13 Nov  
Crank shaft 11-27 Sept 19 Oct 5 Nov Thrust shaft 19 Oct 5 Nov 16 Nov Intermediate shafts 19 Oct 4 Dec  
Tube shaft 4-7 Dec Screw shaft 17 Oct 5-20, 24 Nov 1 Dec Propeller 6 Dec 12 Dec 21 Dec  
Stern tube 4-7 Dec Engine and boiler seatings 21-27 Dec Engines holding down bolts 5-21 January  
Completion of fitting sea connections 21 Dec  
Completion of pumping arrangements 1 February Boilers fixed 15 January Engines tried under steam 11 February  
Main boiler safety valves adjusted 7 February Thickness of adjusting washers 3 B Bolts 3 B O 3 m M Port 10 m M  
Crank shaft material SMS Identification Mark 4 P 3 11-34 Thrust shaft material SMS Identification Mark 4 P 3 11-34  
Intermediate shafts, material SMS Identification Mark 4 P 3 11-34 Tube shaft, material L Identification Mark L  
Screw shaft, material SMS Identification Mark 4 P 3 11-34 Steam Pipes, material SMS Test pressure 540 lbs Date of Test 10-  
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  
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  
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 constructed under special Survey to approved plans in accordance with the Society's Rules and Secretary's Letters. Material & workmanship good  
Tried engines under steam whilst on a trial trip on the North Sea found working good  
She is eligible in my opinion for the approval of the Committee & recorded in L.M.C. 2-35 in the Society's Register book

Certificate to be sent to:  
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 60- : When applied for, 19  
Special ... £ 950.00 :  
Donkey Boiler Fee ... £ : When received, 19  
Travelling Expenses (if any) £ 44- : 1-4 35 7/14

Committee's Minute

Assigned

to LMC 2-35  
Intt. for oil fuel 2-35  
J.P. above 150°F  
20, 21, 09

TUE. 12 MAR 1925

*Burgdorff*  
Engineer Surveyor to Lloyd's Register of Shipping



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