

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 FEB 1935

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  
 (Number of Visits 25)

Book. on the Twin screw steamer "ROSA" Gross 3145.26  
 Net 1554.79

at Amsterdam By whom built N.V. Nederlandsche Scheep N<sup>o</sup> 4 Yard No. 232 When built 1935

made at Amsterdam By whom made Werkspoor Engine No. when made 1935

made at Renfrew By whom made Babcock & Wilcox L<sup>td</sup> Boiler No. 6/1292 when made 1935

Indicated Horse Power 2400 Owners Curacaosche Scheepvaart N<sup>o</sup> 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 & Venezuela

ENGINES, &c. — Description of Engines Tuple expansion Revs. per minute 175

Cylinders 15 1/2 x 25 x 40 3/2 Length of Stroke 27 3/4 No. of Cylinders 3 No. of Cranks 3

Shaft, dia. of journals as per Rule approved 200 Crank pin dia. 210 mm Crank webs Mid. length breadth 420 mm Thickness parallel to axis shrunk  
 as fitted 210 mm Mid. length thickness 420 mm Thickness around eye-hole shrunk

Intermediate Shafts, diameter as per Rule approved 190.4 Thrust shaft, diameter at collars as per Rule approved  
 as fitted 196 mm as fitted 210 mm

Shafts, diameter as per Rule Screw Shaft, diameter as per Rule approved 210 Is the tube shaft fitted with a continuous liner yes  
 as fitted 196 mm as fitted 210 mm as fitted 210 mm

Liners, thickness in way of bushes as per Rule approved 14 Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
 as fitted 15 mm as fitted 15 mm yes

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 fit  
 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 875 mm

Propeller, 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 170 mm Stroke 120 mm Can one be overhauled while the other is at work yes

Pumps worked from the Main Engines, No. 2 Diameter 170 mm Stroke 120 mm Can one be overhauled while the other is at work yes

No. and size two 8" x 10.5" x 22" Pumps connected to the 2 engine pumps and one ballast pump  
 How driven Steam Main Bilge Line How driven steam engines and steam driven

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

Independent means arranged for circulating water through the Oil Cooler no cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
 pumps; — In Engine and Boiler Room 3 x 3/4" and 1-2/4" from oil bilge well  
 and, etc. two in each hold: 2 1/4" one 4" in coffee room 2-2" on peak deck and one from peak 3 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 & 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 no

Pipes pass through the deep tanks no Have they been tested as per Rule no

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

MAIN BOILERS, &c. — (Letter for record S) Total Heating Surface of Boilers 6520 sq

Reed Draft fitted yes No. and Description of Boilers 2 Babcock & Wilcox Working Pressure 180 lbs

REPORT ON MAIN BOILERS NOW FORWARDED? yes

DONKEY BOILER FITTED? none If so, is a report now forwarded? no

PLANS. Are approved plans forwarded herewith for Shafting EW. 5-34 Main Boilers 11-10-34 Auxiliary Boilers no Donkey Boilers no  
 (If not state date of approval)

General Pumping Arrangements 29-9-34 Oil fuel Burning Piping Arrangements 14-11-34  
29-10-34

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

And as per attached list

The foregoing is a correct description,

WERKSPOOR N.V.

*[Signature]*

Manufacturer.



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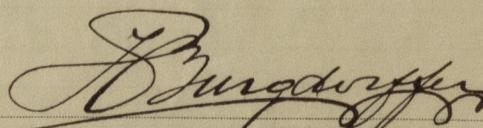
During progress of work in shops -- 1924. July 17, 27, 31 Aug 15, 21 Sept 11, 12, 20, 24, 27 Oct 2, 3, 17, 19, 24, Nov 5, 6, 16, 20, 26, 29, 30 Dec 1, 3, 4, 5, 6, 7, 10, 11, 12, 14, 19, 20, 21, 22.  
 Dates of Survey while building During erection on board vessel --- 1924. Dec 27, 28, Jan 3, 4, 8, 10, 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, 24 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 ✓ Screw shaft 17 Oct 5-20, 29 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 15-21 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 5 B Bolts 3 B 8 m M Part 10 m M  
 Crank shaft material SMS Identification Mark 1247-1248 4404 2.3 Thrust shaft material SMS Identification Mark 4404 2.3  
 Intermediate shafts, material SMS Identification Marks 4. P. 24-12. 24 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material SMS Identification Mark 1303 1306 4404 2.3 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 tanks 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 Secretaries 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,  
 Special ... £ 950.80 : 19  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ 44- : 1-4 35 7/14 1/4

  
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 12 MAR 1925

Assigned L.M.C. 2-35  
 Salt for oil fuel 2.35  
 T.P. above 150°F  
 20, 21, 09

