

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

13 FEB 1928

Date of writing Report

19

When handed in at Local Office

19

Port of SunderlandNo. in Survey held at Sunderland
Reg. Book.Date, First Survey 28th Sep. '27 Last Survey 4th Feb 1928(Number of Visits 38)

42704 on the

T. S. S. "SAN CASTO"Gross 2450Net 1250Built at Sunderland By whom built J. L. Thompson & Sons LtdYard No. 559When built 1928Engines made at SunderlandBy whom made Maccoll & Pollock LtdEngine No. 360when made 1928Boilers made at SunderlandBy whom made Maccoll & Pollock LtdBoiler No. 360when made 1928

Registered Horse Power

Owners Anglo-Mexican Petroleum Co LtdPort belonging to LondonNom. Horse Power as per Rule 217Is Refrigerating Machinery fitted for cargo purposes NoIs Electric Light fitted Yes

Trade for which Vessel is intended

Carrying Petroleum in Bulk

ENGINES, &c.—Description of Engines

Triple Expansion - Twin ScrewRevs. per minute 125Dia. of Cylinders 13 1/2", 23", 37"Length of Stroke 27"No. of Cylinders 6No. of Cranks 6

Crank shaft, dia. of journals

as per Rule 7.21"as fitted 7.38"Crank pin dia. 7 3/8"

Crank webs

Mid. length breadth 10 1/2"Mid. length thickness 4 9/16"Thickness parallel to axis 4 9/16"Thickness around eye-hole 3 3/16"

Intermediate Shafts, diameter

as per Rule 6.867"as fitted 7"

Thrust shaft, diameter at collars

as per Rule 7.21"as fitted 7 3/8"

Tube Shafts, diameter

as per Rule 7.617"as fitted 7 3/4"Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes

as per Rule 5.27"as fitted 9/16"

Thickness between bushes

as per Rule 3.95"as fitted 9/16"

Is the after end of the liner made watertight in the

propeller boss YesIf the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner YesIf 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 YesIf two 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 shaft YesLength of Bearing in Stern Bush next to and supporting propeller 36 1/2"Propeller, dia. 9' 0"Pitch 9.2'No. of Blades 4Material Bronzewhether Moveable NoTotal Developed Surface 31.2 sq. feetFeed Pumps worked from the Main Engines, No. One eachDiameter 2 3/4"Stroke 14"Can one be overhauled while the other is at work YesBilge Pumps worked from the Main Engines, No. One eachDiameter 2 3/4"Stroke 14"Can one be overhauled while the other is at work Yes

Feed

Pumps

No. and size 2 Weirs 6" x 8 1/2" x 18"

Pumps connected to the

Main Bilge Line

No. and size 1 - Weir 9" x 10" x 24"How driven Steam

Ballast Pumps, No. and size

1 - 9" x 10" x 24"Lubricating Oil Pumps, including Spare Pump, No. and size YesAre two independent means arranged for circulating water through the Oil Cooler Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 4 @ 3" Dia & 2 @ 2 1/4" Dia.In Holds, &c. YesMain Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5" Dia Independent Power Pump Direct Suctions to the Engine Room Bilges,No. and size 1 @ 4" Dia.Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YesAre 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 YesAre all Sea Connections fitted direct on the skin of the ship YesAre they fitted with Valves or Cocks BothAre they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YesAre the Overboard Discharges above or below the deep water line AboveAre they each fitted with a Discharge Valve always accessible on the plating of the vessel YesAre the Blow Off Cocks fitted with a spigot and brass covering plate YesWhat Pipes pass through the bunkers NoneHow are they protected YesWhat pipes pass through the deep tanks NoneHave they been tested as per Rule YesAre 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 YesIs the Shaft Tunnel watertight Machinery AftIs it fitted with a watertight door Yesworked from Yes

MAIN BOILERS, &c.—(Letter for record (S))

Total Heating Surface of Boilers 4209 sq ftForced Draft fitted NoNo. and Description of Boilers Two Single ended marine typeWorking Pressure 180 lbs sq in

S A REPORT ON MAIN BOILERS NOW FORWARDED?

S A DONKEY BOILER FITTED? NoIf so, is a report now forwarded? YesPLANS. Are approved plans forwarded herewith for Shafting YesMain Boilers S.S. San CamiloAuxiliary Boilers YesDonkey Boilers Yes

(If not state date of approval)

Superheaters YesGeneral Pumping Arrangements Yes (with Ship Report)Oil fuel Burning Piping Arrangements Forwarded with S.S. San CamiloF.E.

SHAFTING GEAR. State the articles supplied:—

Two Top end bolts and nuts, Two bottom end bolts and nuts, Two main bearing bolts and nuts, One set of Coupling bolts, One set of Feed Pump Valves, One set of Bilge Pump Valves, Two sets of Piston Rings for H.P. M.P. & L.P. Pistons & Springs for L.P. Piston. A quantity of assorted bolts and nuts, and iron of various sizes.

One Propeller Shaft. One pair of Top End Brasses, One pair of Bottom End Brasses, One eccentric Strap complete.

Two C.I. Propellers, One Slide Valve Spindle, One Feed Pump Plunger, One Main & One Aux Check Valve Set, Eight cylinders and eight bearing cover Studs and Nuts, Twelve Piston Studs and Nuts, Fifty Boiler Tubes, Twenty Two Condenser Tubes, Two Safety Valve Springs, One Bilge Pump Plunger.

One Propeller Shaft for S.S. "San Camilo."

The foregoing is a correct description,
PER PRO MACCOLL & POLLOCK LTD.

Manufacturer.



© 2020

Lloyd's Register
Foundation

005321-005324-0081

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1927. Sep. 28. Oct. 7. 12. 20. 24. Nov. 3. 8. 11. 14. 15. 22. 24. 25. 28. 29. Dec. 1. 5. 6. 8. 12. 20. 21. 24. 29. 31. 28. Jan. 4. 5. 7. 12. 13. 14. 16. 17. 18. 24. 25. 27. Feb. 4.

38

Dates of Examination of principal parts—Cylinders 24-12-27. Slides 12-12-27. Covers 1-12-27.
Pistons 11-11-27. Piston Rods 24-10-27. Connecting rods 3-11-27.
Crank shafts 16-9-27. (Lith.) Thrust shafts 15-11-27. Intermediate shafts 15-11-27.
Tube shaft ✓ Screw shafts Working 6-12-27. (Lith.) 24-11-27. Propellers 20-12-27.
Stern tube (P) 5-12-27. (S) 1-12-27. Engine and boiler seatings 29-12-27. Engines holding down bolts 17-1-28.
Completion of fitting sea connections 8-12-27.
Completion of pumping arrangements 18-1-28. Boilers fixed 24-1-28. Engines tried under steam 18-1-28.
Main boiler safety valves adjusted 18-1-28. Thickness of adjusting washers P.P. $\frac{3}{8}$; P.S. $\frac{13}{32}$; S.P. $\frac{11}{32}$; S.S. $\frac{11}{32}$.
Crank shaft material Ingot Steel Identification Marks A.T. T. 16-9-27. Thrust shaft material Ingot Steel Identification Marks (S) 1153.
Intermediate shafts, material Ingot Steel Identification Marks (S) 1151. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Ingot Steel Identification Mark 6-11-17. H.Y.B. Steam Pipes, material S.D. boiler. Test pressure 400 LBS. Date of Test 12-1-28.
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 carrying and burning oil fuel been complied with Yes ✓
Is this machinery duplicate of a previous case Yes ✓ If so, state name of vessel T.S.S. "SAN CAMILO" ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.

The Machinery has been constructed under Special Survey, and satisfactorily fitted in the vessel, and is eligible in my opinion for classification and the notation

✱ L.M.C. 2, 28. Fitted for oil fuel 2, 28. F.P. above 150°F.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 2.28. CL.
Fitted for oil fuel 2.28. F.P. above 150°F.

J.W.D.
14/2/28
A. Griffith.

Engineer Surveyor to Lloyd's Register of Shipping.

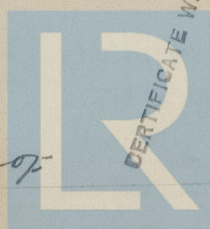
The amount of Entry Fee ... £ 4: : When applied for,
Special ... £ 54: 5: 17 Feb 1928
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 25.2.28

Committee's Minute

FRI. 17 FEB 1928

Assigned

+ L.M.C. 2.28 CL
Fitted for Oil Fuel 2.28 F.P. above 150°F



© 2020

Lloyd's Register
Foundation