

REPORT ON MACHINERY.

No. 5623

Port of MIDDLESBROUGH-ON-TEESReceived at London Office 14th 12 NOV 1908

No. in Survey held at Stockton-on-Tees Date, first Survey May 5 Last Survey Nov 4 1908
 Reg. Book. 1487 on the Steel screw steamer "CABO LA PLATA" (Number of Visits 49)
 Master M. Cimiano Built at Grangemouth By whom built Graham & Co. Glasgow Tons { Gross 2002
 Engines made at Stockton By whom made Blair & Co. Ltd. when made 1908 Net 1323
 Boilers made at Stockton By whom made Blair & Co. Ltd. when made 1908
 Registered Horse Power 187 Owners Gbarra & Co Port belonging to Seville
 Nom. Horse Power as per Section 28 187 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3
 Dia. of Cylinders 19 1/2 - 32 1/2 - 52 1/2 Length of Stroke 36 Revs. per minute — Dia. of Screw shaft as per rule 11.37 Material of steel
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube yes Is the after end of the liner made water tight
 in the propeller boss yes If the liner is in more than one length are the joints burned — 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 yes If two
 liners are fitted, is the shaft lapped or protected between the liners — Length of stern bush 4'-3"
 Dia. of Tunnel shaft as per rule 9.78 Dia. of Crank shaft journals as per rule 10.27 Dia. of Crank pin 11 Size of Crank webs 17 1/2 x 6 3/8 Dia. of thrust shaft under
 collars 11 Dia. of screw 14'-6" Pitch of Screw 16'-0" No. of Blades 4 State whether moveable no Total surface 63 sq ft
 No. of Feed pumps 2 Diameter of ditto 2 1/2 Stroke 26 Can one be overhauled while the other is at work yes
 No. of Bilge pumps 2 Diameter of ditto 3 1/2 Stroke 26 Can one be overhauled while the other is at work yes
 No. of Donkey Engines two Sizes of Pumps Ballast = 7 1/2" x 9" No. and size of Suctions connected to both Bilge and Donkey pumps
 In Engine Room 3 @ 2 1/4" In Holds, &c. Fore hold 2 @ 2 1/4" ; Main hold 2 @ 2 1/4"
aft hold 2 @ 2 1/4"
 No. of Bilge Injections 1 sizes 6 1/4" Connected to condenser circulating pump yes Is a separate Donkey Suction fitted in Engine room & size yes 4"
 Are all the bilge suction pipes fitted with roses yes Are the roses in Engine room always accessible yes Are the sluices on Engine room bulkheads always accessible none
 Are all connections with the sea direct on the skin of the ship yes Are they 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 Discharge Pipes 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 —
 What pipes are carried through the bunkers for hold suction How are they protected wood casing
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges yes
 Dates of examination of completion of fitting of Sea Connections in 2nd Rpt. of Stern Tube 26. 10. 08 Screw shaft and Propeller 28. 10. 08
 Is the Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from top platform

OILERS, &c.—(Letter for record (5)) Manufacturers of Steel Messrs J. H. Mercer & Co. Ltd.
 Total Heating Surface of Boilers 2980 Is Forced Draft fitted no No. and Description of Boilers two single ended
 Working Pressure 180 Tested by hydraulic pressure to 360 Date of test 1. 9. 08 No. of Certificate 4178
 Can each boiler be worked separately yes Area of fire grate in each boiler 34 1/2 sq ft No. and Description of Safety Valves to
 each boiler 2 direct spring Area of each valve 4. 91 Pressure to which they are adjusted 183 lbs Are they fitted with easing gear yes
 Smallest distance between boilers or uptakes and bunkers or woodwork 15" Mean dia. of boilers 13'-0" Length 10'-0" Material of shell plates steel
 Thickness 1 1/2 Range of tensile strength 28-32 Are the shell plates welded or flanged no Descrip. of riveting: cir. seams 2 Riv Lap
 long. seams 2 Riv 3 Riv Diameter of rivet holes in long. seams 1 1/8 Pitch of rivets 8" Top of plates or width of butt straps 16 3/4
 Per centages of strength of longitudinal joint 86. 9 Working pressure of shell by rules 182. 9 Size of manhole in shell 17" x 13"
 plate 85. 9 Size of compensating ring 7' x 1 1/2" No. and Description of Furnaces in each boiler 2 Ribbed Material steel Outside diameter 42 1/2
 Length of plain part top Thickness of plates crown } 9/16 Description of longitudinal joint welded No. of strengthening rings —
 bottom } 1/16 Working pressure of furnace by the rules 191 Combustion chamber plates: Material steel Thickness: Sides 1/16 Back 1/16 Top 1/16 Bottom 1/16
 Pitch of stays to ditto: Sides 9 3/4 x 9 Back 9 3/8 x 9 3/8 Top 9 1/2 x 9 1/4 If stays are fitted with nuts or riveted heads nuts Working pressure by rules 185
 Material of stays steel Diameter at smallest part 1 1/2 Area supported by each stay 87. 8 Working pressure by rules 196 End plates in steam space:
 Material steel Thickness 1 1/2 Pitch of stays 18 x 16 1/4 How are stays secured nuts + loose washers Working pressure by rules 182 Material of stays steel
 Diameter at smallest part 2 3/8 Area supported by each stay 292. 5 Working pressure by rules 192 Material of Front plates at bottom steel
 Thickness 1 1/2 Material of Lower back plate steel Thickness 1 1/2 Greatest pitch of stays 18 1/4 x 9 3/8 Working pressure of plate by rules 185
 Diameter of tubes 3 1/4 Pitch of tubes 4 5/8 x 4 5/8 Material of tube plates steel Thickness: Front 1 1/2 Back 1 1/2 Mean pitch of stays 11 3/8
 Pitch across wide water spaces 14 1/2 Working pressures by rules 194 Girders to Chamber tops: Material steel Depth and
 thickness of girder at centre 7 1/2 x 1 1/2 Length as per rule 27" Distance apart 9 1/4 Number and pitch of stays in each 2 @ 9 1/2
 Working pressure by rules 187 Superheater or Steam chest; how connected to boiler none Can the superheater be shut off and the boiler worked
 separately — Diameter — Length — Thickness of shell plates — Material — Description of longitudinal joint — Diam. of rivet
 holes — Pitch of rivets — Working pressure of shell by rules — Diameter of flue — Material of flue plates — Thickness —
 If stiffened with rings — Distance between rings — Working pressure by rules — End plates: Thickness — How stayed —
 Working pressure of end plates — Area of safety valves to superheater — Are they fitted with easing gear —

VERTICAL DONKEY BOILER—

Manufacturers of Steel *See Subd Pkt No 5514*

No.	Description				
Made at	By whom made		When made	Where fixed	
Working pressure	tested by hydraulic pressure to	Date of test	No. of Certificate	Fire grate area	Description of
Valves	No. of Safety Valves	Area of each	Pressure to which they are adjusted		Date of adjustment
If fitted with easing gear	If steam from main boilers can enter the donkey boiler			Dia. of donkey boiler	Length
Material of shell plates	Thickness	Range of tensile strength	Descrip. of riveting long. seams		
Dia. of rivet holes	Whether punched or drilled	Pitch of rivets	Lap of plating	Per centage of strength of joint	
Working pressure of shell by rules	Thickness of shell crown plates	Radius of do.	No. of stays to do.	Dia. of stays	
Diameter of furnace Top	Bottom	Length of furnace	Thickness of furnace plates	Description of joint	
Working pressure of furnace by rules	Thickness of furnace crown plates		Stayed by		
Diameter of uptake	Thickness of uptake plates	Thickness of water tubes	Dates of survey		

SPARE GEAR. State the articles supplied:— *Two each of Main bearing, top-end and bottom end bolts & nuts: one set coupling bolts & nuts: one set feed & bilge pump valves: one set piston rings for HP & one set M.P cylinders: assorted bolts & nuts & iron of various size One cast iron propeller and one valve spindle*

The foregoing is a correct description,
FOR BLAIR & CO., LIMITED
Geo Nettleship Manufacturer.

Dates of Survey while building { During progress of work in shops - 1908 May 5-7-12-15-20-26 June 1-3-4-6-18-23-25 July 2-6-15-21-30 Aug 1-14-24-31 Sep 1-4-1908
 { During erection on board vessel - Sep 24-26-28-29 Oct 1-2-3-6-8-14-15-14-26-27-28-29-31 Nov 2-4-6-7
 Total No. of visits *48*

Is the approved plan of main boiler forwarded herewith *none*
 " " " donkey " *(See Subd Pkt 5514)* *yes*
 Dates of Examination of principal parts—Cylinders *4.9.08* Slides *4.9.08* Covers *30.7.08* Pistons *30.7.08* Rods *4.9.08*
 Connecting rods *4.9.08* Crank shaft *11.8.08* Thrust shaft *11.8.08* Tunnel shafts *30.7.08* Screw shaft *6.10.08* Propeller *30.7.08*
 Stern tube *2.10.08* Steam pipes tested *31.10.08* Engine and boiler seatings *at Leith* Engines holding down bolts *4.11.08*
 Completion of pumping arrangements *7.11.08* Boilers fixed *4.11.08* Engines tried under steam *6.11.08*
 Main boiler safety valves adjusted *6.11.08* Thickness of adjusting washers *Port Blk PU 5/8" SN = 7/8"*
 Material of Crank shaft *Steel* Identification Mark on Do. *6451* Material of Thrust shaft *Steel* Identification Mark on Do. *6451*
 Material of Tunnel shafts *steel* Identification Marks on Do. *6447* Material of Screw shafts *steel* Identification Marks on Do. *6054*
 Material of Steam Pipes *solid drawn Copper* { 5" dia = 1/4" thick Test pressure *400 lbs.*
 { 4 1/2" = 7/32"

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

The machinery has been built under special survey in accordance with the Rules. The materials and workmanship are sound and good. The Boilers and main steam pipes were tested by hydraulic pressure and the engines and boilers examined under steam and all found satisfactory

The machinery is now in a good and safe working condition and renders the vessel eligible in my opinion to have the notation of LMC-11.08 in the Register Book.

It is submitted that
 this vessel is eligible to
 remain as **CLASSED** + LMC 11.08.

J.R.R.
13.11.08
J.W.D.
13/11/08.

The amount of Entry Fee..	£ 2-0-0	When applied for,
Special	£ 28-1-0	11.11.1908
Donkey Boiler Fee	£ :	When received,
Travelling Expenses (if any) £	✓ :	16.11.1908

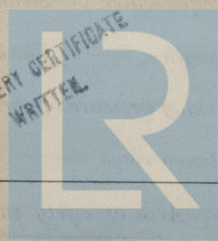
Committee's Minute

FRI. 20 NOV 1908

Assigned

+ LMC 11.08

Wm Morrison
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping



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 Foundation

Certificate (if required) to be sent to the Committee's Minute.