

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

14 MAY 1928

Date of writing Report 9. 5. 1928 When handed in at Local Office 12-5-1928 Port of

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Date, First Survey 30 Dec 1927 Last Survey 3 May 1928

9869 on the
(Sup.)

S.S. "APURE"

(Number of Visits 35)

Gross 3163.72

Net 1669.22

Built at Hebburn

By whom built Palmers Co. Ltd

Yard No. 982

When built 1928

Engines made at Jarrow

By whom made Palmers Co. Ltd.

Engine No. 982

when made 1928

Boilers made at "

By whom made "

Boiler No. 982

when made 1928

Registered Horse Power

Owners Venezuela Gulf Oil Co. Inc.

Port belonging to Maracaibo

Nom. Horse Power as per Rule

248

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

YES

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines TWIN SCREW, TRIPLE EXPANSION.

Revs. per minute 128

Dia. of Cylinders 14½, 24, 39½

Length of Stroke 27"

No. of Cylinders 6

No. of Cranks 6

Crank shaft, dia. of journals

as per Rule 7.56"

Crank pin dia. 7¾"

Crank webs

Mid. length breadth 10¾"

shrunk

Thickness parallel to axis 4¾"

as fitted 7¾"

7.2 Rule

Mid. length thickness 4¾"

Thickness around eye-hole 3¾"

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule 7.56"

as fitted 8"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 8.31"

as fitted 8¾"

Is the screw

shaft fitted with a continuous liner

YES

Bronze Liners, thickness in way of bushes

as per Rule 549

as fitted 9/16"

Thickness between bushes

as per Rule 412

as fitted 9/8"

Is the after end of the liner made watertight in the

propeller boss

YES

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

No

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

No

Length of Bearing in Stern Bush next to and supporting propeller

35½"

Propeller, dia. 9' 3"

Pitch 9' 7½"

No. of Blades 4

Material BRONZE

whether Moveable

No

Total Developed Surface 33

sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 15"

Can one be overhauled while the other is at work

YES

Bilge Pumps worked from the Main Engines, No. 2

Diameter 3"

Stroke 15"

Can one be overhauled while the other is at work

YES

Feed Pumps

No. and size

Two @ 7" x 5" x 8"

Pumps connected to the

No. and size

ONE @ 9" x 10" x 10"

How driven

STEAM

Main Bilge Line

How driven

STEAM

Ballast Pumps, No. and size

ONE @ 9" x 10" x 10"

Lubricating Oil Pumps, including Spare Pump, No. and size

NONE

Are 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

3 @ 2¾"

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 @ 5"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size ONE @ 4"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

YES

Are all Sea Connections fitted direct on the skin of the ship

YES

Are they fitted with 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 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

That Pipes are carried through the bunkers

NONE

How are they protected

YES

That pipes pass through the deep tanks

NONE

Have they been tested as per Rule

YES

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

YES

worked from

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

Total Heating Surface of Boilers

4808

Is Forced Draft fitted

No

No. and Description of Boilers

Two S.E. CYL. MULTITUBULAR

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?

YES

PLANS. Are approved plans forwarded herewith for Shafting

No

Main Boilers

YES

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

YES

Oil fuel Burning Piping Arrangements

YES

SPARE GEAR. State the articles supplied:—

Two propeller shafts, two C.I. propellers, two sets of piston rings, for each

cylinder, set of rings for piston valve, 1 piston rod with nut, 1 valve spindle with nuts, 2 sets of metallic packing

blocks and springs for piston rods, 2 sets of metallic packing blocks and springs for slide rods, 1 bottom end bearing,

bottom end bolts and nuts, 1 top end bearing, 4 top end bolts and nuts, 2 eccentric straps, 1 feed pump plunger, 1 air

pump rod, 1 set air pump valves, 2 main bearing bolts and nuts, 1 set of coupling bolts, 40 condenser tubes and

ferrules, 1 set of bilge pump valves and seats, 1 set of feed pump valves and seats, 1 main and 1 auxiliary

check valve, 1 safety valve spring, 18 piston studs, 8 cylinder cover studs and nuts, 8 steam chest studs and

nuts, 15 boiler tubes, (one impeller shaft, 1 piston rod with shoe, 2 top and 2 bottom end bearings, and one piston for

circulating pump), 1 set of piston rings for each auxiliary pump, a quantity of assorted bolts and nuts, sheet iron,

and muntz metal sheets.

The foregoing is a correct description,

Palmers Shipbuilding & Iron Co., Ltd.

Manufacturer.

N. Brown
Manager, Engine Works

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Lloyd's Register
Foundation

010484-010494-0417

Dates of Survey while building
During progress of work in shops - - - 1927. DEC. 30. 1928 JAN. 5. 9. 18. 20. FEB. 1. 13. 14. 16. 27. 29. MAR. 1. 6. 7. 9. 14. 15. 16. 21. 23. 26. 27. 29. 30.
During erection on board vessel - - - APL. 4. 11. 13. 16. 17. 23. 25. 27. 28. MAY. 1. 3.
Total No. of visits 35.

Dates of Examination of principal parts—Cylinders 6. 14. 27. 29/3/28 Slides 16/2/28 Covers 29/3/28
Pistons 16/2/28 Piston Rods 16/2/28 Connecting rods 16/2/28
Crank shaft 21/3/28 18/3/28 Thrust shaft 11/4/28 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 26/3/28 Propeller 13/4/28
Stern tube 11. 4. 28 Engine and boiler seatings 16. 4. 28 Engines holding down bolts 27. 4. 28
Completion of pumping arrangements 27/4/28 Boilers fixed 25/4/28 Engines tried under steam 28/4/28
Main boiler safety valves adjusted 28/4/28 Thickness of adjusting washers P.B. P.V. $\frac{19}{64}$ S.V. $\frac{19}{64}$ S.B. P.V. $\frac{17}{64}$ S.V. $\frac{21}{64}$
Crank shaft material STEEL Identification Mark 982 T.N. 21. 3. 28 Thrust shaft material STEEL Identification Mark 8020 J.P. 28. 2. 28
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material STEEL Identification Mark 8004 J.P. 9. 2. 28 Steam Pipes, material Copper ✓ Test pressure 360 LBS. Date of Test 16. 4. 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 S.S. "CATATUMBO"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, the material and workmanship are good. Eligible in my opinion to have records of +L.M.C. 5. 28, C.L., fitted for oil fuel 5. 28, F.P. above 150°F.

It is submitted that this vessel is eligible for THE RECORD. +L.M.C. 5. 28 C.L.

fitted for oil fuel 5. 28. F.P. above 150°F.

25/4/28
18/5/28

NEWCASTLE-ON-TYNE

The amount of Entry Fee ... £ 4 : 0 :
Special ... £ 62 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 12 MAY 1928
When received, 26. 5. 28

Thomas Napier
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 22 MAY 1928

CERTIFICATE WRITTEN.

Committee's Minute

Assigned

+ L.M.C. 5. 28 C.L.
Fitted for Oil Fuel 5. 28 F.P. above 150°F



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