

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

15 MAR 1929

Received at London Office

14 MAR 1929

of writing Report March 13th 1929 When handed in at Local Office March 19 Port of HULL
 in Survey held at Hull Date, First Survey 4 March Last Survey 14 March 1929
 g. Book. 1683 on the Single Screw Steamer "CILURNUM" (Number of Visits 8)
 ilt at Middlesbrough by whom built Sir Raylton Dixon & Co. Ltd. Yard No. Tons { Gross 3044
 gines made at Middlesbrough By whom made Richards, Westgarth & Co. Engine No. Net 1848
 lers made at By whom made Boiler No. When built 1919
 when made 1919
 istered Horse Power Owners Antonio Menchaca Port belonging to Bilbao
 n. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 de for which Vessel is intended Mediterranean

INES, &c.—Description of Engines Triple Expansion Reciprocating Revs. per minute 60
 . of Cylinders 25, 41, 68 Length of Stroke 3'-9" No. of Cylinders 3 No. of Cranks 3
 ank shaft, dia. of journals as per Rule 12.89 Crank pin dia. 13 1/4 Crank webs Mid. length breadth 20 3/4 Thickness parallel to axis 8 1/2
 as fitted 13 1/4 Mid. length thickness 8 1/4 shrunk Thickness around eye-hole 5 1/2
 ermediate Shafts, diameter as per Rule 12.28 Thrust shaft, diameter at collars as per Rule 12.89
 as fitted 12 1/2 as fitted 13 1/4
 e Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 14 1/2 Is the { tube } shaft fitted with a continuous liner { yes
 as fitted as fitted 14 1/2 { screw }
 nze Liners, thickness in way of bushes as per Rule .46 Thickness between bushes as per Rule 9/16 Is the after end of the liner made watertight in the
 as fitted 3/32 as fitted 3/4
 eller 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
 he 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 Light fit
 wo 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
 of the tube shaft yes Length of Bearing in Stern Bush next to and supporting propeller 5'-0"
 peller, dia. 16'-0" Pitch 16'-3" No. of Blades 4 Material 6.9 whether Moveable no Total Developed Surface sq. feet
 d Pumps worked from the Main Engines, No. Two Diameter 3 1/2 Stroke 24" Can one be overhauled while the other is at work yes
 e Pumps worked from the Main Engines, No. Two Diameter 3 1/2 Stroke 24" Can one be overhauled while the other is at work yes
 d { No. and size One 9 1/2 x 9 1/2 x 8 Pumps connected to the { No. and size One 10 1/2 x 12 1/2 x 21
 ps { How driven Steam Main Bilge Line { How driven Steam
 ast Pumps, No. and size One 10 1/2 x 12 1/2 x 21 Lubricating Oil Pumps, including Spare Pump, No. and size
 two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 e Pumps;—In Engine and Boiler Room Two in Boiler Room & 15. Three in E.R. 15 & 15. direct Suctions
 Tolds, &c. One port & starboard in holds 1, 2, 3, & 4 holds, also fore & aft peaks
& tunnel well.
 n Water Circulating Pump Direct Bilge Suctions, No. and size One 13 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size One 3 3/8 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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
 all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both
 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 Level
 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
 Pipes pass through the bunkers Bilge pipes to holds 1 & 2 holds How are they protected By timbers
 pipes pass through the deep tanks no deep tanks Have they been tested as per Rule yes
 all 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
 artment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Platform

IN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
 forced Draft fitted No. and Description of Boilers Working Pressure 150
 A REPORT ON MAIN BOILERS NOW FORWARDED? no
 A DONKEY BOILER FITTED? If so, is a report now forwarded?
 ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 heaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

ARE GEAR. State the articles supplied:—1 set coupling bolts, 1 set top & bottom end
bolts, 1 set main bearing bolts, 1 circulating pumps impeller
shaft, 1 set safety valve springs, 1 set check valves, 1 set
down valves, 1 condenser tubes, boiler tubes, air pumps
brasses, valves for feed & general service pumps.
Bolts & nuts (assorted) & iron bars (various).

The foregoing is a correct description,

Manufacturer.



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During progress of work in shops - - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube Engine and boiler seatings Engines holding down bolts
 Completion of fitting sea connections Boilers fixed Engines tried under steam
 Completion of pumping arrangements Thickness of adjusting washers
 Main boiler safety valves adjusted Identification Mark Thrust shaft material Identification Mark
 Crank shaft material Identification Marks Tube shaft, material Identification Mark
 Intermediate shafts, material Identification Mark Steam Pipes, material Test pressure Date of Test
 Screw shaft, material Identification Mark Is the flash point of the oil to be used over 150°F.
 Is an installation fitted for burning oil fuel Have the requirements of the Rules for carrying and burning oil fuel been complied with
 Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
 An examination of the machinery was made with a view to classification. See report attached.

The amount of Entry Fee ... £ : : When applied for,
 Special ... £ : : 19
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 19

Committee's Minute

TUE. 2 JUL 1929

Assigned see minute on

Bbo Rpt 7525



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