

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 17. 4. 1926 When handed in at Local Office 24. 4. 1926. Port of Greenock.No. in Survey held at Port Glasgow.
Reg. Book.Date, First Survey 1st February, 1925. Last Survey 24th April 1926.
(Number of Visits 102.)on the 88" SABBIAGross
Tons
NetBuilt at Pt Glasgow By whom built The Clyde S B & E Co. Ltd. Yard No. 348 When built 1926Engines made at Port Glasgow By whom made " " Engine No. 484 when made 1926Boilers made at " " By whom made " " Boiler No. 484 when made 1926Registered Horse Power ✓ Owners Navigazione Libera Trieste Port belonging to Venezia.Nom. Horse Power as per Rule 468 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted YesENGINES, &c.—Description of Engines Triple expansionDia. of Cylinders 25.41.68 Length of Stroke 45 Revs. per minute 66 No. of Cylinders 3 No. of Cranks 3Dia. of Crank shaft journals as per rule 13.36 Dia. of Crank pin 13.625 Crank webs Mid. length breadth 25.345 Thickness parallel to axis 8.345
as fitted 13.625 Mid. length thickness 8.345 shrunk 14.187 Thickness around eye-hole 5.845Diameter of Thrust shaft under collars as per rule 13.36 Diameter of Tunnel shaft as per rule 12.42 Diameter of Screw shaft as per rule 14.5 Is the Screw shaft
as fitted 13.625 as fitted 13.0 as fitted 14.5fitted with a continuous liner the whole length of the stern tube Yes Is the after end of the liner made watertight in the propeller boss YesIf the liner is in more than one length are the joints burned ✓ If the liner does not fit tightly at the partbetween the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive ✓If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved appliance fitted at the after end of the shaft to permitof it being efficiently lubricated No Length of Stern Bush 4' 9" Diameter of Propeller 14' 6"Pitch of Propeller 14' 9" No. of Blades 4 State whether Moveable No Total Surface 88 square feet.No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3" Stroke 24" Can one be overhauled while the other is at work YesNo. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 24" Can one be overhauled while the other is at work YesTotal number and size of power driven Feed and Bilge Auxiliary Pumps Two Weirs pumps 4" x 9 1/2" x 21"No. and size of Pumps connected to the Main Bilge Line 1 Duplex 10 1/4" x 10" x 10" 2 Main Eng. 4" x 24" S.A.No. and size of Ballast Pumps 1 Duplex 10 1/4" x 10" x 10" No. and size of Lubricating Oil Pumps, including Spare Pump NoneAre two independent means arranged for circulating water through the Oil Cooler ✓ No. and size of suction connected to both Main Bilge Pumps and AuxiliaryBilge Pumps;—In Engine and Boiler Room 4" 2 1/2" and in Holds, &c. Forward 2-3" 2-3 1/2"Aft 2-2 1/2" 2-3" Tunnel Well 1-2 1/2" Deep tank 2-4 1/2"No. and size of Main Water Circulating Pump Bilge Suctions 6" 9" No. and size of Donkey Pump Direct Suctionsto the Engine Room Bilges 2-4 1/2" 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 connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks bothAre 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 aboveAre 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 YesWhat Pipes are carried through the bunkers None How are they protected ✓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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door yes worked from Upper deckMAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6960 sqIs Forced Draft fitted Yes No. and Description of Boilers 3 S B Working Pressure 200IS A REPORT ON MAIN BOILERS NOW FORWARDED? YesIS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers None Donkey Boilers None

(If not state date of approval)

General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements NoneSPARE GEAR. State the articles supplied:—2 Top end bolts and nuts 2 bottom end bolts and nuts2 Main bearing bolts 1 set of Feed and Bilge pump valves 1 Valve and cage foreach main engine cylinder 1 set of cams for main engine cylinders 1 set ofpiston springs A quantity of assorted bolts and nuts Iron of various sizes, etc.

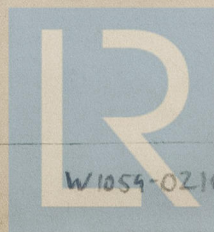
The foregoing is a correct description,

For and on behalf of

THE CLYDE SHIPBUILDING & ENGINEERING CO. LIMITED.

Manufacturer.

Secretary



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Lloyd's Register
Foundation

W1054-0210

(1925) Feb. 4-12-13-23 Mar. 2-4-16-21-24-26-30 Apr. 2-3-8-10-20-24-28-30 May 7-12-18-21-25 June 2-5-9-11-12-15-18-19-23-25-26-30 July 22-27-28
 During progress of work in shops -- Aug. 4-7-11-27 Sept. 1-3-7-8-10-15-18-23-29 Oct. 7-12-15-16-19-23-28 Nov. 6-11-13-14-17-19 Dec. 2-9-16-21-22-23 (1926) Jan. 8-12-21-26-29 Feb. 2-4-8-16-23-26 Mar. 1-4-8-11-12-15-22-24-25-29-30 Apr. 2-5-6-8-9-14-16-19-24
 During erection on board vessel ---
 Total No. of visits 102.

Dates of Examination of principal parts - Cylinders 21-12-25 VALVES 16-12-25.
 Covers 16-12-25. Pistons 2-12-25. Rods 23-2-26.
 Connecting rods 16-2-26. Crank shaft 8-1-26. Thrust shaft 16-2-26.
 Tunnel shafts 16-2-26. Screw shaft 1-3-26. Propeller 1-3-26.
 Stern tube 23-12-25. Engine and boiler seatings 12-1-26. Engines holding down bolts 30-3-26.
 Completion of pumping arrangements 14-4-26. Boilers fixed 30-3-26. Engines tried under steam 14-4-26.
 Completion of fitting sea connections 12-1-26. Stern tube 8-2-26. Screw shaft and propeller 4-4-26.
 Main boiler safety valves adjusted 14-4-26. Thickness of adjusting washers P $\frac{1}{16}$ S $\frac{1}{32}$ P $\frac{1}{32}$ S $\frac{1}{16}$ P $\frac{1}{32}$ S $\frac{1}{16}$
 SUPER HEATERS Material of Crank shaft Open Hearth Ingot Steel Identification Mark on Do. LLOYDS 565. 8-2-26. JD.
 Material of Thrust shaft " " Identification Mark on Do. LLOYDS 565-4 16-2-26 JD.
 Material of Tunnel shafts " " Identification Marks on Do. LLOYD 565 16-2-26 JD.
 Material of Screw shafts " " Identification Marks on Do. LLOYDS 565-25. 1-3-26. JD.
 Material of Steam Pipes Solid drawn Steel Test pressure 600 lbs. Date of Test 26-1-26 TO 6-4-26.
 Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. ✓
 Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case Yes. If so, state name of vessel SS "PERLA". ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery has been built under special survey in accordance with the Rules and the approved plans. The materials and workmanship are good. The engines and boilers have been securely fitted on board the vessel and tried under full power with satisfactory results. The machinery is eligible in my opinion, to be classed in the Register Book, and to have record of survey + LMC 426

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 4. 26. FD. CL.

C. W. D.
 29/4/26

The amount of Entry Fee ... £ 5 : 0 : 0 When applied for,
 Special ... £ 95 : 4 : 0 22nd April 1926.
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 28.4.26

Committee's Minute GLASGOW 27 APR 1926

Assigned + LMC 4, 26

CERTIFICATE WRITTEN



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