

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 JUN 1927

Date of writing Report 19 When handed in at Local Office 24th June 1927 Port of Belfast
 No. in Survey held at Belfast Date, First Survey 25th Nov. 1926 Last Survey 13th June 1927
 Reg. Book. on the T.W. Sc. LAGUNILLA (Number of Visits)
 Built at Belfast By whom built Harland & Wolff Ltd. Yard No. 792 Tons { Gross
 Engines made at Belfast By whom made Harland & Wolff Ltd. Engine No. 792 when built 1927
 Boilers made at Belfast By whom made Harland & Wolff Ltd. Boiler No. 792 when made 1927
 Registered Horse Power Owners Andrew Weir & Co. Port belonging to London
 Nom. Horse Power as per Rule 196 Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted Yes
 Trade for which Vessel is intended Ocean-going

ENGINES, &c.—Description of Engines Twin screw triple expansion inverted Revs. per minute 125
 Dia. of Cylinders 13½" - 23½" - 36" Length of Stroke 27" No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals as per Rule 7.3" Crank pin dia. 7.3" Crank webs Mid. length breadth 14½" Thickness parallel to axis 4.3"
 as fitted 7.3" Mid. length thickness 4.3" shrunk Thickness around eye-hole 3.96"
 Intermediate Shafts, diameter as per Rule 6.858" Thrust shaft, diameter at collars as per Rule 7.3"
 as fitted none as fitted 7.3"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.6"
 as fitted Is the { screw } shaft fitted with a continuous liner { Yes
 Bronze Liners, thickness in way of bushes as per Rule .526" Thickness between bushes as per Rule .394"
 as fitted 5/8" as fitted 7/16" Is the after end of the liner made watertight in the
 propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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 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 36"
 Propeller, dia. 9'0" Pitch 9'6" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface each 28 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2½" Stroke 13½" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2½" Stroke 13½" Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size Two 8½" x 6" x 15" Pumps connected to the { No. and size 9.5. 8½" x 6" x 15" Ballast 9210 x 24"
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size One 9" x 10" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room Forward One 2½" Aft one 3½" (Engine Room Suctions from O. & R. Pumps 2-2½")
 In Holds, &c. Connected to pump in Cargo pump room Forward pump room 1-2" No. 1 Buoyancy Spaces 2-2½"
 No. 2 Buoyancy Spaces 2-2½" No. 3 Buoyancy Spaces 2-2½" Aft. Cofferdam One 2½" (Frames 4/5/6/7)
 Main Water Circulating Pump Direct Bilge Suctions, No. and size Two 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 3½" Are all the Bilge Suction Pipes in holds and well fitted with strum-boxes Yes
 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
 What Pipes pass through the bunkers none How are they protected
 What pipes pass through the deep tanks 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 3702 ft²
 Is Forced Draft fitted no. No. and Description of Boilers Two single-ended cyl. hull Working Pressure 180 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? none If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— Two Top End Bolts + nuts Two Bottom End Bolts + nuts Two main Bearing Bolts
 One set Coupling Bolts One set packing rings for H.P. & L.P. pistons One set valves for each donkey pump
 Two sets valves for each of feed, bilge, air and circulating pumps, One top end bush, One bottom end bush
 Two eccentric Shafts One pair pump link brasses each 1½" One bucket rod with nut complete for air and
 circulating pumps One set safety valve springs One screw shaft Two Cast Iron propellers 2 Condenser tubes
 One set escape valve springs One set valve lids for boiler valves, Two Oil fuel burner 18hp. One suction & one delivery
 filter basket
 Assorted bolts, nuts & etc.

The foregoing is a correct description,
 HARLAND AND WOLFF, LIMITED,

Lehbeck

Manufacturer.



© 2021

Lloyd's Register
 Foundation

W1638-0208

1926 Nov. 25. 30 Dec 6 1927 Jan 5. 14. 25. 27. 28 Feb 7. 9. 14. 15. 16. 28
 During progress of work in shops - - - Mar 2. 3. 7. 9. 11. 14. 15. 16. 17. 18. 22. 23. 24. 25. 28. 29. 30. 31 Apr 4. 6
 Dates of Survey while building During erection on board vessel - - - 8. 11. 22. May 6. 9. 31 June 1. 2. 3. 6. 7. 13
 Total No. of visits 46

Dates of Examination of principal parts—Cylinders 3. 3. 27 Slides 22. 3. 27 Covers 3. 3. 27
 Pistons 22. 3. 27 Piston Rods 23. 3. 27 Connecting rods 23. 2. 27
 Crank shaft 11. 3. 27 Thrust shaft 11. 3. 27 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 29. 3. 27 Propeller 22. 4. 27
 Stern tube 18. 5. 27 Engine and boiler seatings 26. 5. 27 Engines holding down bolts 6. 6. 27
 Completion of fitting sea connections 26. 5. 27
 Completion of pumping arrangements 13. 6. 27 Boilers fixed 6. 6. 27 Engines tried under steam 13. 6. 27
 Main boiler safety valves adjusted 13. 6. 27 Thickness of adjusting washers *Per Rule. P 5 3/8" Star. Rule. P 7 1/2" S 3/8"*
 Crank shaft material *S.M. Ingot Steel* Identification Mark *No 1 R.L.A.* Thrust shaft material *S.M. Ingot Steel* Identification Mark *No 1. R.L.A.*
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material *S.M. Ingot Steel* Identification Mark *No 1 R.L.A.* Steam Pipes, material *S.D. Copper* Test pressure *160 lbs* Date of Test *11. 3. 27*
 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 *"Amhoris"* ✓

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

The machinery of this vessel has been constructed under special survey. The materials and workmanship are sound and good. It has been efficiently installed on board the vessel and both main and auxiliary engines have been tried under steam. The oil fuel pipe lines have been tested in accordance with the rules and the controls to the oil fuel valves and fire extinguishing line are capable of being operated locally and from outside the engine room.

In my opinion the machinery of this vessel is eligible for notation in the Society's Register Book + L.M.C. 6. 26 C.L. FITTED FOR OIL FUEL 6. 27 F.P. ABOVE 150°F.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 6. 27. CL.

Fitted for oil fuel 6. 27. F.P. above 150°F.

W.D.
 27/6/27
[Signature]

The amount of Entry Fee ... £ 3 : - : When applied for,
 Special ... £ 49 : - : 24 June 1927
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 2/8/27

Committee's Minute

Assigned

+ L.M.C. 6. 27 CL.
 Fitted for Oil Fuel 6. 27 F.P. Above 150°F

R. Lee Ames.
 Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register
 Foundation