

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

23 MAY 1928

Date of writing Report 19 When handed in at Local Office 22<sup>nd</sup> May 1928 Port of Belfast  
 No. in Survey held at Belfast Date, First Survey 10<sup>th</sup> Nov., 1927 Last Survey 18<sup>th</sup> May, 1928  
 Reg. Book. (Number of Visits 32)  
 on the STEEL TWIN SC. PUNTA GORDA Tons Gross Net  
 Built at Belfast By whom built Harland & Wolff Ltd. Yard No. 835 When built 1928  
 Engines made at Glasgow By whom made Harland & Wolff Ltd. Engine No. 835 when made 1928  
 Boilers made at Belfast By whom made Harland & Wolff Ltd. Boiler No. 835 when made 1928  
 Registered Horse Power Owners Lago Shipping Co. Ltd. (A. Wein & Co. Ings.) 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

Revs. per minute 125

Dia. of Cylinders as per Rule Length of Stroke No. of Cylinders No. of Cranks  
 Crank shaft, dia. of journals as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis  
 Intermediate Shafts, diameter as fitted Thrust shaft, diameter at collars as fitted  
 Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner  
 Bronze Liners, thickness in way of bushes as fitted Thickness between bushes as fitted 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 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. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet  
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
 Feed Pumps No. and size Two 8" x 6" x 15" ✓ Pumps connected to the Main Bilge Line No. and size Two 9" x 10" x 24" ✓ 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 1-2" ✓ Aff 1-3 1/2" (2-2 1/2" in E. R. Cofferdam to O. F. Pump)  
 In Holds, &c. (Connected to pumps in Cargo pump room Forward pump room 1-2" No 1 Buoyancy Spaces 2-2 1/2" No 2 Buoyancy Spaces 2-2 1/2" No 3 Buoyancy Spaces 2-2 1/2" After Cofferdam frames H1 to H5 One 2 1/2")  
 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 3 1/4" ✓  
 Are all the Bilge Suction Pipes in holds and tunnel 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 none Have they been tested as per Rule ✓  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ✓  
 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 worked from ✓

## MAIN BOILERS, &c.—(Letter for record 5)

Total Heating Surface of Boilers 3702 sq. ft. ✓

Is Forced Draft fitted no No. and Description of Boilers Two S. E. Cyl. mult. 258 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? ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ (If not state date of approval)

Main Boilers 7. 11. 27

Auxiliary Boilers ✓

Donkey Boilers ✓

Superheaters ✓

General Pumping Arrangements 23. 11. 27

Oil fuel Burning Piping Arrangements 23. 11. 27

SPARE GEAR. State the articles supplied:—

See Attached List

The foregoing is a correct description.

FOR HARLAND AND WOLFF, LIMITED.

F. E. Lebeck

Manufacturer.



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Lloyd's Register Foundation

W 257 0179



1927

Nov 10. 28

Dec 9. 13. 20. 22

Jan 6. 20

Feb 3. 13. 20. 21. 23. 28. 29

Mar 2. 5. 6. 19

During progress of work in shops - -

26 Apr 11. 18. 27 May 1. 2. 3. 7. 8. 15. 18

Dates of Survey while building

During erection on board vessel - -

Total No. of visits

32

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propellers 26. 3. 28

Stern tube

Engine and boiler seatings 1. 5. 28

Engines holding down bolts 7. 5. 28

Completion of fitting sea connections 18. 4. 28

Completion of pumping arrangements 15. 5. 28

Boilers fixed 7. 5. 28

Engines tried under steam 18. 5. 28

Main boiler safety valves adjusted 15. 5. 28

Thickness of adjusting washers Pat Rule P<sup>3</sup>/<sub>8</sub>" 5<sup>3</sup>/<sub>8</sub>"

Sh. Rule P<sup>5</sup>/<sub>16</sub>" 5<sup>3</sup>/<sub>8</sub>"

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material S.D. Copper

Test pressure 360 lbs

Date of Test 3. 8. 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 "LAGUNILLA"

General Remarks

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

The machinery of this vessel was constructed under special survey at Glasgow see report No 47878

It has been efficiently installed and fastened on board and tried out under working conditions.

The oil fuel lines have been tested in accordance with the rules. In my opinion the vessel is now eligible for notation in the Society's Register Book

+ 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. + LMC 5.28 C.L.

fitted for oil fuel 5.28. F.P. above 150°F.

25/5/28

The amount of Entry Fee ... PAID IN GLASGOW

When applied for,

Special ... £ 29 : 8 : 22 May 1928

Donkey Boiler Fee ... £ — : : When received,

Travelling Expenses (if any) £ — : : 29. 5. 28

R. Lee Jones

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 25 MAY 1928

Assigned

+ L.M.C. 5.28 C.L.

fitted for oil fuel, 5.28, F.P. above 150°F

CERTIFICATE WRITTEN.