

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 MAY 1928

Date of writing Report 19 When handed in at Local Office 22nd May 1928 Port of Belfast

No. in Survey held at Belfast Date, First Survey 10th Nov., 1927 Last Survey 18th May, 1928
 Reg. Book. (Number of Visits 32)

on the STEEL TWIN SC. JUNTA 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 Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
 as fitted Mid. length thickness Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {
 as fitted

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the
 as fitted 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. 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 1/2" x 6" x 15" ✓ Pumps connected to the { No. and size Two 9" x 10" x 24" - 8 1/2" x 6" x 13" ✓
 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 1-2 1/2" Aft 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 41 to 45 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 3/4" ✓ 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 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 ✓ 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. 2SB 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 ✓ Main Boilers 7. 11. 27 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

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. Stebbins

Manufacturer.



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Lloyd's Register Foundation

W 257 0179

1927
 During progress of work in shops -- Nov 10. 28 Dec 9. 13. 20. 22 Jan 6. 20 Feb 3. 13. 20. 21. 23. 28. 29 Mar 2. 5. 6. 19
 26 Apr 11. 18. 27 May 1. 2. 3. 7. 8. 15. 18
 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 P³/₈" 5³/₈" Sta. Rule P⁵/₁₆" 5³/₈"
 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 Societa'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. † L.M.C. 5. 28 C.L.
 fitted for oil fuel 5. 28. F.P. above 150°F.

[Handwritten signature]
 25/5/28

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... PAID IN GLASGOW
 Special ... £ 29 : 8 : 22 May 1928
 Donkey Boiler Fee ... £ — : :
 Travelling Expenses (if any) £ — : : 29. 5. 28

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 MAY 1928

Assigned *[Signature]* + L.M.C. 5. 28 C.L.
 fitted for oil fuel, 5. 28, F.P. above 150°F

DETFIFICATE WRITTEN.



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