

23 MAY 1928

Bel 9972

No. 47878

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report *19th April, 1928* When handed in at Local Office *21st April, 1928* Port of *Glasgow*
 No. in Survey held at *Glasgow* Date, First Survey *9. 11. 27* Last Survey *13th April 1928*
 Reg. Book. on the *T.S.S. "PUNTA GORDA"* (Number of Visits *16*)
 Built at *Belfast* By whom built *Harland & Wolff Ltd.* Yard No. *835* Tons }
 Engines made at *Glasgow* By whom made *do.* Engine No. *835* Net }
 Boilers made at *Belfast* By whom made *do.* Boiler No. *835* When built *1928*
 Registered Horse Power Owners *Lago Shipping Coy. Ltd.* Port belonging to
 Nom. Horse Power as per Rule *196* Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended *Carrying Petroleum in Bulk*

Engines, &c.—Description of Engines *Twin, vertical reciprocating, triple expansion* Revs. per minute
 Dia. of Cylinders *13 1/2, 23 1/2 & 36 ins.* Length of Stroke *27 ins.* No. of Cylinders *6* No. of Cranks *6*
 Crank shaft, dia. of journals *7 1/2* as per Rule *7 1/2* Crank pin dia. *7 3/8* Mid. length breadth *14 1/2* Thickness parallel to axis *4 7/8*
 Intermediate Shafts, diameter *6 1/2* as per Rule *6 1/2* Crank webs *4 7/8* Mid. length thickness *4 7/8* Thickness around eye-hole *3 1/16*
 Thrust shaft, diameter at collars *7 1/2* as per Rule *7 1/2* as fitted *7 3/8*
 Tube Shafts, diameter *7 1/4* as per Rule *7 1/4* as fitted *7 1/4* Is the tube screw shaft fitted with a continuous liner? *yes*
 Screw Shaft, diameter *7 1/4* as per Rule *7 1/4* as fitted *7 1/4*
 Bronze Liners, thickness in way of bushes *0.53* as per Rule *0.53* Thickness between bushes *0.40* as per Rule *0.40* 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? *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? *yes*
 If two 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 end of the tube shaft? *yes*
 Length of Bearing in Stern Bush next to and supporting propeller *3 1/2*
 Propeller, dia. *9 1/2* Pitch *9 1/2* No. of Blades *4* Material *Brass* whether Moveable *No* Total Developed Surface *28 (cubic) sq. feet*
 Feed Pumps worked from the Main Engines, No. *(4)* Diameter *2 1/4* Stroke *13 1/2* Can one be overhauled while the other is at work? *yes*
 Bilge Pumps worked from the Main Engines, No. *(4)* Diameter *2 1/4* Stroke *13 1/2* Can one be overhauled while the other is at work? *yes*
 Feed Pumps { No. and size } Pumps connected to the { No. and size }
 Main Bilge Line { How driven } Main Bilge Line { How driven }
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler? *yes* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room
 In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes?
 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?
 Are all Sea Connections fitted direct on the skin of the ship? Are they fitted with Valves or Cocks?
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates? Are the Overboard Discharges above or below the deep water line?
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel? Are the Blow Off Cocks fitted with a spigot and brass covering plate?
 What Pipes pass through the bunkers? How are they protected?
 What pipes pass through the deep tanks? 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?
 Is the Shaft Tunnel watertight? Is it fitted with a watertight door? worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers *3702 ft²*
 Is Forced Draft fitted? *No* No. and Description of Boilers Working Pressure *180 lbs./in.²*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *No* Belfast Office Report.
 IS A DONKEY BOILER FITTED? 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:—

As per attached list.

The foregoing is a correct description,
 For HARLAND & WOLFF, LTD.

S. C. Green
 MANAGER, BIRMINGHAM WORKS

Manufacturer.



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Lloyd's Register
 Foundation

257-0180

During progress of work in shops - - - 1927 Nov 9 (1928) Feb 13-21-27 Mar 8-12-13-16-19-27-29 Apr 2-3-5-6-13
 Dates of Survey while building During erection on board vessel - - -
 Total No. of visits 16
 Dates of Examination of principal parts—Cylinders { 8-3-28 / 16-3-28 Slides 16-3-28 Covers 16-3-28
 Pistons 27-3-28 Piston Rods 27-3-28 Connecting rods 27-3-28
 Crank shafts 13-3-28 Thrust shafts 6-4-28 Intermediate shafts
 Tube shaft ✓ Screw shafts 2-4-28 Propeller
 Stern tubes 19-3-28 Engine and boiler seatings Engines holding down bolts
 Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shafts material steel Identification Mark 44070's 2354 Thrust shafts material steel Identification Mark 44070's 2354
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shafts material steel Identification Mark 44070's 2354 Steam Pipes, material Test pressure Date of Test
 Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.
 Have the requirements of the Rules for the use of oil as fuel been complied with
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with
 Is this machinery duplicate of a previous case *yes* If so, state name of vessel *Yes: T.S.S. SAN MATIAS*

General Remarks (State quality of workmanship, opinions as to class, &c. *These engines, including the thrust & propeller shafts, have been built under special survey in accordance with the Rules; the material & workmanship are good; they have been shipped to Belfast & be fitted in the vessel.*

a.l.
21/4/28

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 ... £ 3 : - :
 2nd Special ... £ 19 : 12/ :
 Donkey Boiler Fee ... £ - : - :
 Travelling Expenses (if any) £ - : - :
 When applied for, 23/4/28
 When received, 30.5.28

J.D. Boyle
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 24 APR 1928

Assigned *Deferred.* *a.l.*

FRI. 25 MAY 1928

See Bel. 16 up to No. 9972