

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. (Number of Visits 16)

on the T.S.S. "PUNTA GORDA" Gross Tons 1928

Built at Belfast By whom built Harland & Wolff Ltd. Yard No. 835 When built 1928

Engines made at Glasgow By whom made do. Engine No. 835 when made 1928

Boilers made at Belfast By whom made do. Boiler No. 835 when made 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 as per Rule 7 1/19 as fitted 7 3/8 Crank pin dia. 7 3/8 Crank webs Mid. length breadth 14 1/2 Mid. length thickness 4 7/8 Thickness parallel to axis 4 7/8 Thickness around eye-hole 3 7/16

Intermediate Shafts, diameter as per Rule 6 8/5 as fitted 7 1/4 Thrust shaft, diameter at collars as per Rule 7 1/19 as fitted 7 3/8

Tube Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule 7 6/0 as fitted 7 3/4 Is the tube screw shaft fitted with a continuous liner? yes

Bronze Liners, thickness in way of bushes as per Rule 0 5/3 as fitted 5/8 Thickness between bushes as per Rule 0 4/0 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 0

Propeller, dia. 9 0 Pitch 9 6 No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 28 (cubic) sq. feet

Feed Pumps worked from the Main Engines, No. (None) 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. 1 (do.) Diameter 2 1/4 Stroke 13 1/2 Can one be overhauled while the other is at work? yes

Feed Pumps { No. and size \_\_\_\_\_ How driven \_\_\_\_\_ } Pumps connected to the Main Bilge Line { No. and size \_\_\_\_\_ 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? 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? yes

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? yes

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? \_\_\_\_\_ 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? yes Is it fitted with a watertight door? yes worked from \_\_\_\_\_

MAIN BOILERS, &c.—(Letter for record \_\_\_\_\_) Total Heating Surface of Boilers 3702 ft<sup>2</sup>

Is Forced Draft fitted? no No. and Description of Boilers \_\_\_\_\_ Working Pressure 180 lbs./in<sup>2</sup>

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 \_\_\_\_\_

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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W257-0180

1927 Nov 9 (1928) Feb 13-21-27 Mar 8-12-13-16-19-27-29 Apr 2-3-5-6-12

Dates of Survey while building

During progress of work in shops --

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 shaft material steel Identification Mark 44070's 2354 Thrust shaft material steel Identification Mark 44070's 650 44070's 508 44070's 508

Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft material steel Identification Mark 577 578 579 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 *all* 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.*  
*2/14/28*

The amount of Entry Fee ... £ 3 : - : - When applied for, 23/4/28

*2<sup>th</sup> Special* ... £ 19 : 12/ : - When received, 30.5.28

Donkey Boiler Fee ... £ - : - : -

Travelling Expenses (if any) £ - : - : -

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

Committee's Minute GLASGOW 24 APL 1928

FRI. 25 MAY 1928

Assigned *Defered.*

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