

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 JAN 1927

Date of writing Report 24 FEB 27 When handed in at Local Office 10 Port of LISBON

No. in Survey held at LISBON Date, First Survey 3rd June 1925 Last Survey 23rd Feb 1927

Reg. Book. 7454 on the ST. SC. SR "MIRANDELLA" (Number of Visits)

Built at VEGESACK By whom built BREMER VULCAN. Yard No. Tons { Gross 5705 Net 3244

Engines made at " By whom made " Engine No. When built 1906

Boilers made at " By whom made " Boiler No. when made "

Registered Horse Power Owner SOCIEDADE GERAL DE COMERCIO INDUSTRIA E TRANSPORTES, LDA. Port belonging to LISBON

Nom. Horse Power as per Rule 605 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted YES

Trade for which Vessel is intended N & S. AMERICA, EUROPE & AFRICA. NO

Engines, &c.—Description of Engines QUADRUPLE Revs. per minute 90.

Dia. of Cylinders 25 1/2 x 34 x 50 1/2 x 73 Length of Stroke 34" No. of Cylinders 4. No. of Cranks 4. 2"

Crank shaft, dia. of journals as per Rule 14 1/2 Crank pin dia. 14 3/8" Mid. length breadth shrunk Thickness parallel to axis 9 3/8 7/8"

Intermediate Shafts, diameter as per Rule 14 1/2" Thrust shaft, diameter at collars as per Rule 14 3/4" as fitted 14 3/4"

Tube Shafts, diameter as per Rule 16 1/2" Is the shaft fitted with a continuous liner NONE

Bronze Liners, thickness in way of bushes as per Rule NONE Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss OIL GLAND 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 fitted at the after end of the shaft YES

Propeller, dia. 17'-6" Pitch 16'-6" No. of Blades 4 Material BRONZE whether Moveable YES Total Developed Surface 103 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 27" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 27" Can one be overhauled while the other is at work YES

Feed Pumps { No. and size 2 INDEPENDENT WEIRS Pumps connected to the Main Bilge Line { No. and size 3 1/2" PULSOMETER-7" How driven 2 1/2" PULSOMETER-7" BOTH ENGINE PUMPS. See Plan.

Ballast Pumps, No. and size 2 1/2" VERT. DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room IN BR. RM. ONE 3 1/2" PORT, ONE 3 1/2" STARBOARD IN ER. 2-3 1/2" 1-6"

In Holds, &c. 2-3 1/2" IN EACH HOLD, 2-3 1/2" IN DEEP TANK, 1-3 1/2" IN TUNNEL WELL.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE 6"

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 BELOW

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 are carried through the bunkers BILGE SUCTIONS How are they protected STRONG WOOD CASINGS

What pipes pass through the deep tanks BILGE SUCTIONS Have they been tested as per Rule NOT YET

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 CYLINDER GRATING

IN BOILERS, &c.—(Letter for record) (S) Total Heating Surface of Boilers 8640.

Forced Draft fitted YES No. and Description of Boilers 4 SINGLE ENDED Working Pressure 16 KILOS.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? NO

IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? YES

PLANS. Are approved plans forwarded herewith for Shafting NO Main Boilers ALREADY APPROVED Auxiliary Boilers YES Donkey Boilers YES

(If not state date of approval)

Overheaters YES General Pumping Arrangements BILGE SYSTEM ALREADY APPROVED Oil fuel Burning Piping Arrangements YES

SPARE GEAR. State the articles supplied:—

MACHINERY DEPARTMENT NOT YET READY FOR CHECKING.

BOILERS APPROVED 22 SEP 1926.

BILGE SYSTEM 4 5 FEB 1927. (SECRETARY'S LETTER 7th FEB. 1927.)

The foregoing is a correct description,

Manufacturer.



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READY
LONDON OFFICE
Lloyd's Register
Foundation

002274-002284-0226

During progress of work in shops - -

Dates

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
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 Thrust shaft material Steel Identification Mark
Intermediate shafts, material Steel Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark Steam Pipes, material Steel Test pressure Date of Test
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for carrying and burning oil fuel been complied with
Is this machinery duplicate of a previous case If so, state name of vessel

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

I am of opinion the material of main & auxiliary machinery throughout is good, also workmanship. All parts have been very thoroughly overhauled & examined & found or made efficient. Owners advise it is their intention to lift crank shaft of main engines but this has not yet been effected. Material of boilers is good but all furnaces require "setting up" & reinforcing rings have been fitted to each furnace. On completion of reconditioning & surveys, I am of opinion vessel's machinery & boilers will be eligible to be recommended to the Committee to have record made in the Register Book of L.M.C. with date.

in action be until the survey is completed.

Amount of Entry Fee

Special

Donkey Boiler Fee

Shipping Expenses (Gross)

Surveyor's Minute

TUES. 15 MAR 1927

FRI. 27 MAY 1927

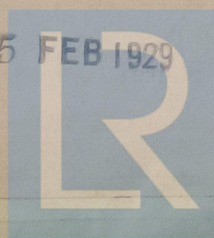
No action

TUE. 11 DEC 1928

TUES. 11 FEB 1928

TUE. 11 SEP 1928

FRI. 15 FEB 1929



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Lloyd's Register Foundation

No. in Survey

Reg. Book

774524

Master

Engines made at

Boilers made at

Registered Horse

MULTITUBU

(Letter for record)

Boilers 4.5

No. of Certificate

safety valves to each

Are they fitted with

Smallest distance be

Material of shell pl

Descrip. of riveting

Top of plates or W

rules 253 lbs

boiler 3 CORRUG

Description of longitud

plates: Material 5

Top 74" x 78" if stay

smallest part 1 1/2"

Pitch of stays 14 1/2"

Area supported by co

Lower back plate 5

Pitch of tubes 4

water spaces 14

order at centre 10

Working pressure by

separately D

oles Pitch of

f stiffened with rings

Working pressure of

VERTICAL DO

made at

Working pressure

No. of safety valves

enter the donkey boiler

length Descri

ap of plating

radius of do.

thickness of furnace pl

ates St

The foregoing

Dates

work in shop

Survey

while

board vessel

Total No. of