

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

29 APR 1930

Date of writing Report

10

When handed in at Local Office

28th April 1930 Port of

Belfast.

No. in Survey held at
Reg. Book.

Belfast.

Date, First Survey 30th Aug. 1929 Last Survey 17th April 1930

(Number of Visits 55)

on the Steel Sc. Steamer "CEFALU"

Built at

Belfast.

By whom built

Workman, Clark (1928) Ltd.

Yard No. 514.

Tons { Gross
Net

When built 1930.

Engines made at

Belfast.

By whom made

Workman, Clark (1928) Ltd.

Engine No. 514.

when made 1930.

Boilers made at

Belfast.

By whom made

Workman, Clark (1928) Ltd.

Boiler No. 514.

when made 1930.

Registered Horse Power

Owners Standard Fruit & S.S. Corp.

Port belonging to Geiba

Nom. Horse Power as per Rule

867.

Is Refrigerating Machinery fitted for cargo purposes

Yes.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Quadruple expansion.

Revs. per minute 104.

Dia. of Cylinders 26 $\frac{1}{2}$ " 37" 54" 78" Length of Stroke 48"

No. of Cylinders 4.

No. of Cranks 4.

Crank shaft, dia. of journals

as per Rule 15.33"

Crank pin dia. 15 $\frac{1}{8}$ "

Crank webs

Mid. length breadth 23 $\frac{1}{2}$ "Thickness parallel to axis 9 $\frac{1}{8}$ "

Intermediate Shafts, diameter

as per Rule

as fitted 14 $\frac{1}{4}$ "

Thrust shaft, diameter at collar

as per Rule

as fitted 15.33"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted 17 $\frac{1}{8}$ "Is the { tube
screw } shaft fitted with a continuous liner

No.

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

propeller boss

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. Yes. If so, state type

Bedwal

Length of Bearing in Stern Bush next to and supporting propeller

6'-0"

Propeller, dia. 17'-3"

Pitch 16'-9"

No. of Blades 4

Material Bronze.

whether Moveable No.

Total Developed Surface 95 sq. feet

Feed Pumps worked from the Main Engines, No. None.

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Two.

Diameter 4 $\frac{1}{2}$ "

Stroke 24"

Can one be overhauled while the other is at work

Feed { No. and size

Three 1-8" x 6" x 18"

Pumps connected to the

No. and size

Two - 10" x 10" x 10"

Pumps { How driven

Steam.

Main Bilge Line

How driven

Steam.

Ballast Pumps, No. and size 1-10" x 10" x 10"

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 3-3 $\frac{1}{2}$ " in Eng. Rm.1-2 $\frac{1}{2}$ " in Tunnel well (4-2 $\frac{1}{2}$ " to Transfer Pump only).

In Holds, &c.

2-4" in forward hold. 2-2 $\frac{1}{2}$ " in aft cofferdam.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 11"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size Two 5"

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

Yes.

What pipes pass through the deep tanks

None.

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 Eng. room

skater sk.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 13,300 sq. ft.

Is Forced Draft fitted

Yes.

No. and Description of Boilers Four S.E. Bgt. Multi.

Working Pressure 260 lbs. 0"

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

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

Yes.

Auxiliary Boilers

Yes.

Donkey Boilers

Superheaters

Yes.

General Pumping Arrangements

Yes.

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

2 connecting rod top end bolts & nuts.

2 " " bottom " " "

2 main bearing bolts.

1 set coupling bolts.

1 " feed & bilge pump valves.

A quantity of assorted bolts & nuts.

Box of various sizes.

Propeller shaft.

Propeller.

1 pair conn rod braces.

1 " crosshead "

air pump rod.

water circ pump rod.

1 set check valves.

6 cyl cover bolts.

6 junk ring bolts.

2 doz boiler tubes.

3 doz condenser tubes.

1 cyl escape valve & spring. 1 set safety valve springs.

The foregoing is a correct description,

FOR WORKMAN CLARK (1928) LIMITED.

J. Cunningham

Manufacturer.



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Lloyd's Register
Foundation

002711-002716-0030

1929
 Aug 30 Sept 5 10 24 Oct 1 4 8 11 15 18 22 25 28 31 Nov 1 4 22 Dec 13 16 17 20 30 31
 1930
 Jan 2 3 5 8 9 13 16 20 21 23 27 28 Feb 11 12 13 Mar 5 10 11 12 14 17 20 21 24 25 29
 April 1 2 8 9 10 17
 Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 55

Dates of Examination of principal parts—Cylinders HP 5/12/29 IP & LP 3/1/30 Slides 3/1/30. Covers HP 31/12/29 IP & LP 3/1/30.
 Pistons 8/1/30. Piston Rods 8/1/30. Connecting rods 2/1/30.
 Crank shaft 9/1/30. Thrust shaft 10/4/30. Intermediate shafts 12/2/30.
 Tube shaft ✓ Screw shaft 12/2/30. Propeller 13/2/30.
 Stern tube 12/2/30. Engine and boiler seatings 11/3/30. Engines holding down bolts 11/3/30.
 Completion of fitting sea connections 27/2/30.
 Completion of pumping arrangements 11/4/30. Boilers fixed 11/3/30. Engines tried under steam 23/4/30.
 Main boiler safety valves adjusted 8/4/30. Thickness of adjusting washers $\frac{3}{8}$ $\frac{13}{32}$ $\frac{7}{16}$ $\frac{13}{32}$ $\frac{3}{8}$ $\frac{7}{16}$ $\frac{13}{32}$ $\frac{3}{8}$. Lloyd's No 2412. Identification Mark J.K.W. 12/4/30.
 Crank shaft material Steel. Identification Mark J.K.W. 9/1/30. Thrust shaft material Steel. Identification Mark J.K.W. 12/2/30.
 Intermediate shafts, material Steel. Identification Marks 2521. 2536. J.K.W. 12/2/30. Tube shaft, material ✓ Identification Mark 3/1/30.
 Screw shaft, material Steel. Identification Mark 2474. Steam Pipes, material Steel. Test pressure 780 lbs/sq. Date of Test 12/1/30.
 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 the use of oil as fuel been complied with Yes.
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. If so, have the requirements of the Rules been complied with ✓
 Is this machinery duplicate of a previous case No. If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel was constructed under Special Survey. The materials and workmanship are sound and good. The main engines and auxiliaries were tried under steam at a moored trial and sea trial, with satisfactory results. In my opinion the vessel is eligible for notation in the Register Book + LMC. 4. Boiler pressure 200 lbs/sq. Fitted for oil fuel F.P. above 150°F.

It is submitted that this vessel is eligible for THE RECORD. + LMC 4.30 O.G. F.D. Fitted for oil fuel 4.30 F.P. above 150°F.
 J.K.W. 8/4/30.

Certificate to be sent to
 The amount of Entry Fee ... £ 6 : 0 :
 Special ... £ 118 : 7 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 1930
 When received, 8.5.30
 Committee's Minute
 Assigned
 + L.M.C. 4.30 O.G.
 Fitted for oil fuel 4.30 F.P. above 150°F.
 John. K. Williams.
 Engineer Surveyor to Lloyd's Register of Shipping.
 FRI. 9 MAY 1930
 CERTIFICATE WRITTEN.