

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 APR 1930

Date of writing Report 19 When handed in at Local Office 28th Apr 1930 Port of Belfast.
 No. in Survey held at Belfast. Date, First Survey 30th Aug 1929 Last Survey 17th April 1930
 Reg. Book. on the Steel Sc. Steamer "CEFALU" (Number of Visits 55)
 Built at Belfast. By whom built Workman, Clark (1928) Ltd. Yard No. 514. Tons ^{Gross} _{Net}
 Engines made at Belfast. By whom made Workman, Clark (1928) Ltd. Engine No. 514. When built 1930.
 Boilers made at Belfast. By whom made Workman, Clark (1928) Ltd. Boiler No. 514. when made 1930.
 Registered Horse Power 867. 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 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 5/8" Crank webs Mid. length breadth 23 1/2" Thickness parallel to axis 9 5/8"
as fitted 15 5/8" Mid. length thickness 9 5/8" shrunk Thickness around eye-hole 6 1/16"
 Intermediate Shafts, diameter as per Rule 14.6" Thrust shaft, diameter at collar as per Rule 15.33"
as fitted 14 3/4" as fitted 15 5/8"
 Tube Shafts, diameter as per Rule 16.67" Screw Shaft, diameter as per Rule 17 1/8" Is the tube shaft fitted with a continuous liner No.
as fitted 16 1/2" as fitted 17 1/8"
 Bronze Liners, thickness in way of bushes as per Rule 17 1/8" Thickness between bushes as per Rule 17 1/8" Is the after end of the liner made watertight in the
as fitted 17 1/8" as fitted 17 1/8" 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. If so, state type Bedeval. 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 Yes.
 Bilge Pumps worked from the Main Engines, No. Two. Diameter 4 1/2" Stroke 24" Can one be overhauled while the other is at work Yes.
 Feed Pumps { No. and size Three 1-3 1/2" x 6" x 18" Pumps connected to the { No. and size Two - 10" x 10" x 10"
 { 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 Yes. Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 3-3 1/2" in Eng. Rm. 1-2 1/2" in Tunnel well (4-2 1/2" to Transfer Pump only).
 In Holds, &c. 2-4" in forward hold. 2-2 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
 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
skutter box

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. Cyl. 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 Yes.
 (If not state date of approval) Superheaters Yes. General Pumping Arrangements Yes. Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—
 2 connecting rod top end bolts & nuts. 1 pair conn rod braces.
 2 " " bottom " " " 1 " crosshead "
 2 main bearing bolts. air pump rod.
 1 set coupling bolts. water circ pump rod.
 1 " feed & bilge pump valves. 1 set check valves.
 a quantity of assorted bolts & nuts. 6 cyl cover bolts.
 box of various sizes. 6 junk ring bolts.
 2 doz boiler tubes.
 3 doz condenser tubes.
 Propeller shaft. 1 cyl escape valve & spring. 1 set safety valve springs.
 Propeller.

The foregoing is a correct description,
 FOR WORKMAN CLARK (1928) LIMITED.

J. Cunningham
 Secretary

Manufacturer.



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Lloyd's Register
 Foundation

002711-002716-0030

If not, state whether, and when, one will be sent

ft.

not give

Water Capacity.
 Tons.
 48
 30

12.3.4
 30
 3.6.7
 9.25.28
 93

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
 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 IP² LP 3/1/30 Slides 3/1/30 Covers HP 31/12/29 IP² 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
 Crank shaft material Steel Identification Mark J.K.W. 9/1/30 Thrust shaft material Steel Identification Mark J.K.W. 12/4/30
 Intermediate shafts, material Steel Identification Marks 2521 2536 J.K.W. 12/2/30 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 2474 Steam Pipes, material Steel Test pressure 780 lbs 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 260 lbs. 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. 27/4/30

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

John K. Williams
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + L.M.C. 4.30 O.G. Fitted for oil fuel 4.30 F.P. above 150°F.
 FRI. 9 MAY 1930
 CERTIFICATE WRITTEN.

