

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 JUL 1925

Date of writing Report 19 When handed in at Local Office 27 JUL 1925 Port of LIVERPOOL
 No. in Survey held at Birkenhead Date, First Survey 16th January Last Survey 26th July 1920
 Reg. Book. 25053 on the s/s "La Perla" (Number of Visits 78.)
 Built at Birkenhead By whom built Cammell, Laird & Co. Ld. Yard No. 896 Tons Gross 3830 Net 2340
 Engines made at Birkenhead By whom made Cammell, Laird & Co. Ld. Engine No. 2182 when made 1925
 Boilers made at Birkenhead By whom made Cammell, Laird & Co. Ld. Boiler No. 2182 when made 1925
 Registered Horse Power Owners Kniffrutes S.S. Co. Ld. / Mark & Currie, Agents. Port belonging to Glasgow
 Nom. Horse Power as per Rule 578 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

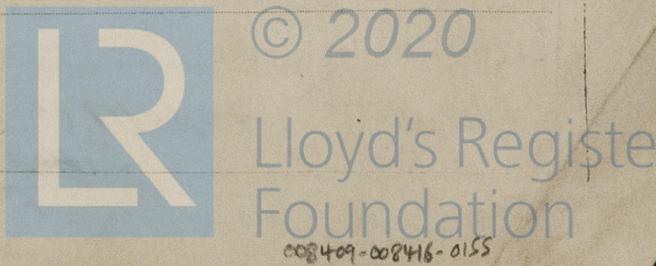
ENGINES, &c.—Description of Engines Triple Expansion Reciprocating
 Dia. of Cylinders 24 1/2", 41 1/2", 69" Length of Stroke 48" Revs. per minute 78 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.5" as fitted 13 1/4" Dia. of Crank pin 13 3/4" Crank webs Mid. length breadth 26 3/4" Thinned parallel to axis 9 1/2" shrunk Thinned around eye-hole 9 3/4"
 Diameter of Thrust shaft under collars as per rule 13.5" as fitted 13 1/4" Diameter of Tunnel shaft as per rule 12.9" as fitted 13 1/4" Diameter of Screw shaft as per rule 14.25" as fitted 14 3/16" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned One length If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No Length of Stern Bush 4' 11" Diameter of Propeller 16' 3" square feet.
 Pitch of Propeller 18' 3" No. of Blades 4 State whether Moveable Yes Total Surface 85 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4 1/2" Stroke 24" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4 1/2" Stroke 24" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Main Feed Pumps 9" x 12" x 2 1/2", 1 Aux. Feed Pump 6" x 12" x 13", 1 G.S. Pump 9" x 6" x 10" duplex
 No. and size of Pumps connected to the Main Bilge Line Bilge Ballast Pump 65 tons per hr. capacity, G.S. Pump 9" x 6" x 10" duplex, O.F. Transfer Pump 7" x 6" x 15"
 No. and size of Ballast Pumps 1 Centrifugal 65 tons capacity No. and size of Lubricating Oil Pumps, including Spare Pump
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2-3", 2-3", 1-2 1/2" and in Holds, &c. 3-2 1/2" from aft, 2-2 1/2" from forward

No. and size of Main Water Circulating Pump Bilge Suctions 1-11" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges 1-3 1/2" 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 connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Valves & Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes 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 are carried through the bunkers None How are they protected
 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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from top platform

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 9201 sq. ft. 3SB.
 Is Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended Multitubular Working Pressure 200 lb
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting, 9/1/25 Main Boilers Yes Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—
 Propeller Shaft, 2 propeller blades, 2 connecting rod top and 2 bottom end bolts and nuts, 2 main bearing bolts and nuts, 1 set of coupling bolts and nuts, 1 set of feed and bilge pump valves, 1 set of rings and springs for each main piston, assorted bolts and nuts, iron of various sizes
 Also additional spare gear as per list forwarded herewith.

The foregoing is a correct description,
 GAMMELL LAIRD AND COMPANY LIMITED
 J. W. ... Manufacturer.
 LOCAL SECRETARY.



During progress of work in shops - - 1925. Jan. 16, 27, Oct 9, 16, 19, 24, 25, 26. Mar. 4, 6, 11, 16, 17, 24, 27, 30. April 1, 2, 3, 7, 16, 21, 23, 28, 29. May 4, 5, 6, 8, 9, 11, 13, 14, 18, 19, 22, 25, 26, 27, 28, 29. June 3, 5, 8, 9, 10, 11, 12, 15, 16, 19, 22, 24, 26, 29. July 2, 4, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 20, 21, 22, 24, 25, 26.

Dates of Survey while building During erection on board vessel - - - 24, 25, 26.

Total No. of visits 78

Dates of Examination of principal parts - Cylinders 9/2/25 to 9/5/25 Slides 16/4/25
 Covers 24/3/25 to 28/4/25 Pistons 16/4/25 to 11/7/25 Rods 24/3/25
 Connecting rods 24/2/25 to 17/3/25 Crank shaft 17/3/25 to 10/5/25 Thrust shaft 12/5/25
 Tunnel shafts 9/2/25 to 12/5/25 Screw shafts 24/2/25 to 12/5/25 Propeller 4/6/25
 Stern tube 27/5/25, 29/5/25 Engine and boiler seatings 28/5/25 to 16/7/25 Engines holding down bolts 14/7/25
 Completion of pumping arrangements 16/7/25 Boilers fixed 16/7/25 Engines tried under steam 25/7/25
 Completion of fitting sea connections 11/6/25 Stern tube 3/6/25 Screw shaft and propeller 11/6/25
 Main boiler safety valves adjusted 22/7/25 Thickness of adjusting washers S.A.B.I.R. - F. 3/8", A. 3/16", P.A.B.I.R. - F. 3/8", A. 3/16", F.B.I.R. - F. 3/8", A. 3/16"

Material of Crank shaft Steel Identification Mark on Do. 622, 629, 634, 643, 338, 7340, 7541
 Material of Thrust shaft Steel Identification Mark on Do. 7339
 Material of Tunnel shafts Steel Identification Marks on Do. 622, 630, 643, 7341
 Material of Screw shafts Steel Identification Marks on Do. 622, 7324
 Material of Steam Pipes Iron Test pressure 600 lb Date of Test May 25th, July 4th, 9th, 10th, 15th 1925

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 carrying and burning oil fuel been complied with Yes
 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 has been built under Special Survey in accordance with the Rules and approved plans (see Secretary's letters (E) of 23/3/25, 16/4/25, 19/6/25)

The materials and workmanship are of good quality. When tried under full working conditions at sea, the machinery was found satisfactory in every respect and, in my opinion, is eligible for the notations of LMC 7.25 and Fitted for Oil Fuel 7.25, F.P. above 150°F to be recorded in the Register Book.

It is submitted that this vessel is eligible for THE RECORD + LMC 7.25. CL. Fitted for oil fuel 7.25. FP above 150°F.

[Signature] 29/7/25

H. G. Bedford
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6 : 0
 Special ... £ 103 : 18
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ 2 : 2-7

When applied for, 27 JUL 1925
 When received, 28 JUL 1925

Committee's Minute LIVERPOOL 28 JUL 1925
 Assigned + L.M.C. 7.25.
 Fitted for oil fuel 7.25.
 F.P. above 150°F.



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Liverpool (in duplicate)

Certificate to be sent to The Surveyors are requested not to write on or below the space for Committee's Minute.

CERTIFICATE WRITTEN in duplicate 31.7.25