

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 12 AUG. 1927 When handed in at Local Office 12 AUG. 1927 Port of Sunderland.
 No. in Survey held at Sunderland Date, First Survey 5th Feb 27 Last Survey 4th Aug 19 27
 Reg. Book. T. S. S. "URDANETA" (Number of Visits 32)
 Built at Newcastle By whom built Palmers Shipbuilding & Iron Co. Ltd Yard No. 972 Tons } Gross
 Engines made at Sunderland By whom made MacColl & Pollock Ltd Engine No. 357 when made 1927 } Net
 Boilers made at Sunderland By whom made MacColl & Pollock Ltd Boiler No. 357 when made 1927
 Registered Horse Power _____ Owners Venezuelan Gulf Oil Co Port belonging to Maracaibo.
 Nom. Horse Power as per Rule 210 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple expansion - Twin Screw.
 Dia. of Cylinders 13 1/2, 23, 37 Length of Stroke 27 Revs. per minute 125 No. of Cylinders 6 No. of Cranks 6
 Dia. of Crank shaft journals as per rule 7.21 as fitted 7 3/8 Dia. of Crank pin 7 3/8 Crank webs Mid. length breadth 10 1/2 Thickness parallel to axis 4 9/16
 Diameter of Thrust shaft under collars as per rule 7.21 as fitted 7 3/8 Diameter of Tunnel shaft as per rule 6.867 as fitted not fitted Diameter of Screw shaft as per rule 7.95 as fitted 8 1/2 Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes, separate liners for outer bush 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 _____ 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 Painted Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated _____ Length of Stern Bush 36 1/2 in A Bracket Diameter of Propeller 9' 0"
 Pitch of Propeller 9' 6" No. of Blades 4 State whether Moveable No Total Surface 31.2 (each propeller) square feet.
 No. of Feed Pumps fitted to the Main Engines One each Diameter of ditto 2 3/4 Stroke 14" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines One each Diameter of ditto 2 3/4 Stroke 14" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 - 7 1/2 x 5 x 8 Duplex Feed Pumps. One 6 x 7 x 12 Bilge & Ballast Pump. For
 No. and size of Pumps connected to the Main Bilge Line One 6 x 7 x 12 For One 9 x 10 x 10 aft.
 No. and size of Ballast Pumps 2 @ 2 1/2 dia & 2 @ 2 3/4 dia No. and size of Lubricating Oil Pumps, including Spare Pump _____
 Are two independent means arranged for circulating water through the Oil Cooler _____ No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 @ 2 1/2 dia & 2 @ 2 3/4 dia and in Holds, &c. Dry hold 2 @ 2 1/4 dia.

No. and size of Main Water Circulating Pump Bilge Suctions 2 @ 4" dia No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges One @ 3 3/4" Are all the Bilge Suction Pipes in holds and tunnel ~~with~~ 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 Both
 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 (in center)
 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 Machinery aft Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 4009 sq ft
 Is Forced Draft fitted No No. and Description of Boilers Two - Single ended Working Pressure 180 lbs sq in
 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 30-3-26 Main Boilers Yes Auxiliary Boilers _____ Donkey Boilers _____
 General Pumping Arrangements Forwarded with Newcastle Ship Report Oil fuel Burning Piping Arrangements Forwarded with F.E. Report on T.S.S. Bolinas

SPARE GEAR. State the articles supplied:—
Two Top end bolts and nuts, Two Bottom end bolts and nuts, Two Main bearing bolts and nuts, One set of coupling bolts, One set of Feed Pump Valves, One set of Bilge Pump Valves, Two sets of piston rings for H.P. M.P. & L.P. Pistons, & Springs for L.P. Piston. A quantity of assorted bolts and nuts, and iron of various sizes. One Propeller Shaft, Two C.I. Propellers, One Stem Gland, One pair of connecting rod brasses, One pair of Crosshead brasses, One eccentric Strap complete, One Air Pump rod, One Slide Valve spindle, One Piston rod, One Main and One Aux Check Valve Sid, Eight Cylinder and Eight Bearing Cover Studs and Nuts, Eighteen Piston Studs and Nuts, Fifteen Boiler Tubes, Forty Condenser Tubes, One Safety Valve Spring.

The foregoing is a correct description,
MAGCOLL & POLLOCK LTD

J.H. Pelling

Manufacturer.



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Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1927 Feb. 5, 7, 22, 23, 26, 27, 28, 29, 30, 31, 1, 2, 3, 4, 7, 10, 11, 21, 24, 27, 28, 29, July 1, 7, 8, 12.

Dates of Examination of principal parts - Cylinders 3-6-27 Slides 24-6-27
 Covers 28-6-27 Pistons 24-6-27 Rods 28-6-27
 Connecting rods 24-6-27 Crank shafts 11-5-27 (Leith) Thrust shafts 18-7-27
 Tunnel shafts None fitted Screw shafts 18-7-27 Propellers 28-6-27
 Stern tubes (S) 1-7-27 (P) 8-7-27 Engine and boiler seatings 19-7-27 Engines holding down bolts 27-7-27
 Completion of pumping arrangements 4-8-27 Boilers fixed 27-7-27 Engines tried under steam 4-8-27
 Completion of fitting sea connections 14-7-27 (N'castle) Stern tubes 14-7-27 (N'castle) Screw shafts and propellers 18-7-27
 Main boiler safety valves adjusted 4-8-27 Thickness of adjusting washers P. P. 31" P. S. 7" S. P. 15" S. S. 29"
 Material of Crank shafts Ingot Steel Identification Mark on Do. (S) LLOYDS N° 1448. A.T.G. 11-5-27
 Material of Thrust shafts Ingot Steel Identification Mark on Do. (P) LLOYDS N° 421. A.T.G. 18-7-27
 Material of Tunnel shafts None fitted Identification Marks on Do. (S) LLOYDS N° 422. A.T.G. 18-7-27
 Material of Screw shafts Ingot Steel Identification Marks on Do. (P) LLOYDS N° 7467. A.T.G. 18-7-27 (S) LLOYDS N° 846. A.T.G. 18-7-27
 Material of Steam Pipes Solid Drawn Copper Test pressure 360 lbs. Date of Test 3-5-27 (N'castle)
 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 Yes If so, state name of vessel T.S.S. "SUCRE" & T.S.S. "Bolivar"

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

The materials and workmanship are good. The Machinery has been constructed under Special Survey, and is eligible in my opinion for classification and the notation + L.M.C. 8, 27 Fitted for oil fuel 8, 27 F.P. above 150°F.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 8, 27 Fitted for oil fuel 8, 27. F.P. above 150°F.

16/8/27

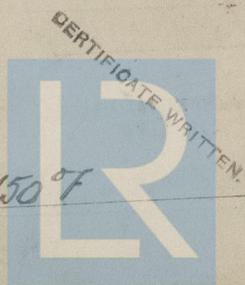
A. I. Griffith, Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 4 : 0 : 0
 Special ... £ 52 : 10 : 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 12 AUG. 1927
 When received, 1-9-27

Committee's Minute

Assigned

+ L.M.C. 8, 27 C.L. Fitted for Oil Fuel 8, 27 F.P. above 150°F



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SUNDERLAND.

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