

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 2-NOV-1954

Writing Report 18-10-1954 When handed in at Local Office 19 Port of CADIZ

Survey held at CADIZ Date, First Survey 9-3-48 Last Survey 14-10-54

Book on the S.S. "ALMIRANTE LOBO" Tons { Gross 4183.34 Net 2246.71

at Cadiz By whom built Astilleros de Cadiz, S.A. Yard No. 40 When built 1954

es made at Cadiz By whom made Astilleros de Cadiz, S.A. Engine No. 10 When made 1954

s made at Cadiz and Zaragoza By whom made Talleres Mercier, S.A. Boiler No. 152-57 When made 1954

Ind. 2493 @ 114 R.P.M. Owners Marina de Guerra Española Port belonging to --

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

for which vessel is intended ---

ES, &c.—Description of Engines Lentz Double Compound Revs. per minute 110

Cylinders 2 @ 465 mm 2 @ 1000 Length of Stroke 1000 mm No. of Cylinders 4 No. of Cranks 4

shaft, dia. of journals 330 mm Crank pin dia. 330 mm Mid. length breadth 535 Thickness parallel to axis 207

as per Rule App. Crank webs 207 Mid. length thickness 207 Thickness around eye-hole 150

mediate Shafts, diameter 315 Thrust shaft, diameter at collars 330 mm

as per Rule App. Is the tube screw shaft fitted with a continuous liner Yes

Shafts, diameter 345 mm Screw Shaft, diameter 345 mm

as per Rule App. Is the after end of the liner made watertight in the

Liners, thickness in way of bushes 19 & 21 mm Thickness between bushes 17.5 & 18.5 mm

Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1660 mm

ler, dia. 4380 mm Pitch 3635 No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 6.027 M<sup>2</sup> sq. feet

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

No. and size 2-267 x 170 x 559 mm Pumps connected to the Main Bilge Line No. and size 1 @ 90 tons/hr. 1 @ 60 tons/hr. 1 @ 25 tons/hr.

How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size Steam Duplex

Pumps, No. and size 1 @ 90 tons/hr. Lubricating Oil Pumps, including Spare Pump, No. and size

no independent means arranged for circulating water through the Oil Cooler

Pumps:—In Engine and Boiler Room 2 - 76 mm. 1 - 64 mm.

ump Room Tunnel 1-64 mm. Well 1-64 mm. In Holds, &c. Nos. 1, 2 & 3 - 2 @ 70 mm. No. 4 - 2 @ 64 mm.

iginal Bunker Space 2 @ 64 mm. c/D 42/44 - 1 @ 64, c/D 37/38 - 1 @ 51, c/D 30/31 - 1 @ 51 mm.

Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 203 mm. Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.

nd size 2 - 102 mm. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

ie 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

ll Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both

key 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 Both

key 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

Pipes pass through the bunkers. How are they protected

pipes pass through the deep tanks Have they been tested as per Rule Yes

ll Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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

artment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Top platform

V BOILERS, &c.—(Letter for record B) Total Heating Surface of Boilers 367.88 M<sup>2</sup>.

h Boilers are fitted with Forced Draft Both Main Boilers Which Boilers are fitted with Superheaters Both

and Description of Boilers 2 - La Mont Working Pressure 16 Kgs./cm<sup>2</sup>.

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes

the donkey boiler be used for other than domestic purposes Yes

ANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers Yes

(If not state date of approval)

Superheaters 19-7-48 General Pumping Arrangements 9-4-47 Oil fuel Burning Piping Arrangements 27-11-52

## SPARE GEAR.

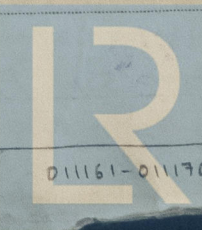
the spare gear required by the Rules been supplied Yes

the principal additional spare gear supplied Cast Iron Propeller

Screw Shaft:- Marks - Lloyd's No. 8992 26-1-53 A de B.

The foregoing is a correct description.

Manufacturer.



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During progress of work in shops - - { 92 - 3 - 48 to 14 - 1 - 54  
During erection on board vessel - - - { 2 - 2 - 54 to 14 - 10 - 54  
Total No. of visits 115

Dates of Examination of principal parts - Cylinders 9-1-53 H.P. 9-1-53 L.P. 9-1-53  
Pistons 6-1-54 Piston Rods 6-1-54 Slides 27-1-53  
Crank shaft 18-9-52 Thrust shaft 31-12-51 Connecting rods 8-4-53  
Tube shaft - Screw shaft 3-9-53 Intermediate shafts 18-9-53  
Stern tube 5-11-52 Engine and boiler seatings 23-12-53 Propeller 3-9-53  
Completion of fitting sea connections 22-9-53 Engines holding down bolts 3-6-54  
Completion of pumping arrangements 18-8-54 Boilers fixed 29-1-54 Engines tried under steam 6-10-54  
Main boiler safety valves adjusted 31-8-54 Thickness of adjusting washers Port PV 10.5 SV 12.5 Stbd. PV 12.2 SV 12.5  
Crank shaft material Steel Identification Mark LLOYD'S No. 243 Thrust shaft material O.H. Steel Identification Mark AS 31-12-53  
Intermediate shafts, material O.H. Steel Identification Mark See under Tube shaft, material - Identification Mark -  
Screw shaft, material O.H. Steel Identification Mark AS 3-9-53 Steam Pipes, material Steel Test pressure 32 Kgs/cm<sup>2</sup> Date of Test Jun-Aug.

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 -  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with -  
Is this machinery duplicate of a previous case Yes If so, state name of vessel S.S. "ANCUD" Cdz. Rpt. No. 2187  
General Remarks (State quality of workmanship, opinions as to class, &c.)

This Machinery has been constructed under Special Survey in accordance with the approved plans and Secretary's Letters.

The materials and workmanship are good.

The Machinery has been satisfactorily installed on board the vessel, tested under full working conditions, found in good condition and is eligible in our opinion to be Classed in the Register Book with record of +LMC. 10.54; CL.; 2 W.T.B. 227 Lbs./sq. inch; Spt.; D.B. 180 Lbs. inch; F.D.; Fitted for oil fuel 10.54 F.P. above 150° F.

Intermediate shafting MARKS:- LLOYD'S Nos. 8245 No. 6864 No. 7747 No. 8989 No. 8991 No. 9870  
AB. 25-5-51 AB. 8-4-49 AB. 11-5-50 AB. 27-2-53 AB. 27-2-53 AB. 18-4-54

The amount of Entry Fee ... £ : :  
Special ... £ : :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 19  
When received, 19

Date FRIDAY 3 DEC 1954

Committee's Minute  
+LMC 10.54 Fitted for O.F. 10.54 F.P. etc.  
2 WTB 228 lb. (Spt.)  
DB 180 lb. CL.

Manufacturer's Name or Trade Mark of the Steel used in the construction  
ALTO'S HORNOS DE VIZCAYA  
OPEN HEARTH.

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