

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 47675

Date of writing Report 8th March 1928 When handed in at Local Office 8th March 1928 Port of Glasgow
 Date, First Survey 19. 1. 27 Last Survey 2nd March 1928
 No. in Survey held at Glasgow Number of Visits 49
 Reg. Book. "PONZANO"

on the Single Screw vessel
 Built at Glasgow By whom built Messrs Harlands & Wolff Ltd. Yard No. 7454 When built 1928-3.
 Engines made at do. By whom made do. Engine No. 745 When made 1928-3.
 Donkey Boilers made at do. By whom made None fitted Boiler No. — When made —
 Brake Horse Power 1550 Owners Messrs. MacAndrews & Co. Ltd. Port belonging to Liverpool.
 Com. Horse Power as per Rule 355 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended M. K. & Mediterranean Ports.

L. ENGINES, &c.—Type of Engines Vertical, reciprocating 2 or 4 stroke cycle 4 Single or double acting Single
 Maximum pressure in cylinders 500 lb./sq. in. Diameter of cylinders 630 mm. Length of stroke 1300 mm. No. of cylinders 6 No. of cranks 6
 Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 892 mm. Is there a bearing between each crank Yes
 Revolutions per minute 115 Crank pin dia. 1930 mm. Weight 1460 kg. Means of ignition Compression Kind of fuel used Diesel
 Crank Shaft, dia. of journals as per Rule 404 mm. Crank pin dia. 415 mm. Crank Webs as per Rule 412-3-26 12 3/16" Mid. length breadth 650 mm. Thickness parallel to axis 270 mm.
 Flywheel Shaft, diameter as per Rule 404 mm. Intermediate Shafts, diameter as fitted 12 3/16" Thrust Shaft, diameter at collars as fitted 13 1/2"
 Tube Shaft, diameter as per Rule 415 mm. Screw Shaft, diameter as fitted 13 3/4" Is the tube shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 45/64" Thickness between bushes as fitted 19/32" 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 junctions made by fusion through the whole thickness of the liner Yes
 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
 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

Propeller, dia. 13'-0" Pitch 12'-4" No. of blades 4 Material Brass whether Moveable No Total Developed Surface 50 sq. feet
 Method of reversing Engines Compound air Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication Gravity
 Thickness of cylinder liners 46-36 mm. Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Yes
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Yes
 Cooling Water Pumps, No. Two Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 Pumps connected to the Main Bilge Line { No. and Size Three: Bilge pump = 45 tons/hr.; Suction & sanitary pumps each = 75 tons/hr.
 How driven Electric Motors
 Fast Pumps, No. and size One @ 75 tons/hr. Lubricating Oil Pumps, including Spare Pump, No. and size Two: each @ 30 tons/hr.
 two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge pumps, No. and size: In Machinery Spaces Two @ 2 1/2", Three @ 2", Tunnel, one @ 2 1/2" & two drain tanks @ 2"
 Holds, &c. Two (each hold) @ 2 1/2"

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 Spaces Yes
 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 platform plates Yes Are the Overboard Discharges above or below the deep water line On both line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Bilge Off Cocks fitted with a spigot and brass covering plate Yes
 Do all pipes pass through the bunkers Yes How are they protected As per Rule
 Do all pipes pass through the deep tanks Yes 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 Chief Officer's deck.
 On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

Main Air Compressors, No. One No. of stages Three Diameters 600, 520 & 200 mm. Stroke 480 mm. Driven by Main engine.
 Auxiliary Air Compressors, No. Three No. of stages Three Diameters 320, 280 & 182 mm. Stroke 220 mm. Driven by Auxiliary Engines
 Small Auxiliary Air Compressors, No. One No. of stages Two Diameters 80 & 32 mm. Stroke 150 mm. Driven by Hand.
 Ventilating Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓
 Auxiliary Engines crank shafts, diameter as per Rule 168 mm. as fitted 180 mm.

R. RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes Safety valves on pipe lines. Fusible plugs in receivers.
 Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Loose into 100 mm. holes.
 Is there a drain arrangement fitted at the lowest part of each receiver Yes
 High Pressure Air Receivers, No. Six Cubic capacity of each Three @ 150 litrs Three @ 88 litrs Internal diameter 295 mm. thickness .60 in.
 Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 28-32 tons Working pressure by Rules 1420 lb./sq. in.
 Starting Air Receivers, No. One Total cubic capacity 610 ft.3 Internal diameter 6'-4 1/2" thickness 1 1/2" Working pressure by Rules 356 lb./sq. in.
 Seamless, lap welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 18-25 tons Working pressure by Rules 356 lb./sq. in.

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)

Approved 12-3-26 17-6-26

Receivers

Yes: Bel. Rpt. 9850. Separate Tanks

Bel. Rpt. 4720

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

None

SPARE GEAR

As per attached List.

The foregoing is a correct description,
For HARLAND & WOLFF, LTD.

J. C. Green.

Manufacturer.

MANAGER FINNIES COY. LTD.

Dates of Survey while building
During progress of work in shops - 1927 Jan 9-21 May 30 Jun 23-30 Aug 17 Sep 9 10-16 19-25 29-30 Oct 5 6-7 10-12 13-14 19-20 25-27 28 Nov 9-15 17-21 22-23
During erection on board vessel - 25-28 Dec 1-2 5-6 15-19 21-28 (1928) Jan 20-24 Feb 9-17 23-27 28 Mar 2
Total No. of visits 49

Dates of Examination of principal parts—Cylinders 6-10-27 7-10-27 Covers 6-10-27 7-10-27 Pistons 17-11-27 21-11-27 Rods 17-11-27 21-11-27 Connecting rods 5-12-27
Crank shaft 9-11-27 Flywheel shaft 9-11-27 Thrust shaft 29-9-27 Intermediate shafts 9-11-27 2-12-27 Tube shaft None
Screw shaft 9-11-27 Propeller 21-11-27 Stern tube 21-11-27 Engine seatings 19-12-27 Engines holding down bolts 24-1-28
Completion of fitting sea connections 19-12-27 Completion of pumping arrangements 27-2-28 Engines tried under working conditions 28-2-28
Crank shaft, Material Steel Identification Mark 240103 1849 Flywheel shaft, Material Steel Identification Mark Port crank
Thrust shaft, Material Steel Identification Mark 73211 S.D.B. Intermediate shafts, Material Steel Identification Marks 240103 1748
Tube shaft, Material Steel Identification Mark 73210 JDB Screw shaft, Material Steel Identification Mark 240103 1748

Is the flash point of the oil to be used over 150° F.

Yes

Have the requirements of the Rules for oil fuel pipes and tank fittings 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

Yes

If so, state name of vessel

M. V. "Pinto", "Pacheco", "Pelapin"

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

These Engines have been built under

Special Survey in accordance with the Rules of this Society & the approved plans. The materials & workmanship are good. Along with the Air Reservoir (Bel. Rpt. 9850) they have been properly fitted on board and tried under full power at sea with satisfactory result.

This vessel's Machinery is eligible, in my opinion, to be classed in the Register Book with notation: "L.M.C. — 3,28. C.L.: Oil Engines."

The amount of Entry Fee ... £ 5 : - :
Special ... £ 78 : 5/- :
Donkey Boiler Fee ... £ - : - :
Travelling Expenses (if any) £ - : - :
When applied for 1/3/28
When received 15/3/28

J. D. Boyle
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 13 MAR 1928

Assigned + L M C 3,28.

CERTIFICATE WRITTEN.



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