

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of Writing Report: 22 May 1948. When handed in at Local Office: 22 May 1948. Port of: BILBAO

No. in Survey held at: SANTANDER. Date, First Survey: 24 November 44. Last Survey: 4 February 1948

Ref. Book: (Number of Visits: 83)

on the: S.S. MINA MARY. Tons: Gross 392, Net 251

Built at: GIJON. By whom built: ASTILLEROS G. RIERA. Yard No.: 9. When built: 1947

Engines made at: SANTANDER. By whom made: VIUDA DE MARTIN MARTIN. Engine No.: 165. When made: 1947

Boilers made at: VIGO. By whom made: MA ENRIQUE LORENZO. Boiler No.: 646. When made: 1947

Registered Horse Power: 250. Owners: NICANOR NOVAL HEVIA. Port belonging to: SANTANDER

Nom. Horse Power as per Rule: 37.2. Is Refrigerating Machinery fitted for cargo purposes: NO. Is Electric Light fitted: YES

Trade for which vessel is intended: COASTING

ENGINES, &c.—Description of Engines: TRIPLE EXPANSION RECIPROCATING. Revs. per minute: 180

Dia. of Cylinders: HP 200, IP 350, LP 550. Length of Stroke: 400. No. of Cylinders: 3. No. of Cranks: 3

Crankshaft, dia. of journals: as per Rule 107. Crank pin dia.: 120. Crank webs: Mid. length breadth 160, Mid. length thickness 70. Thickness parallel to axis: shrunk, Thickness around eye-hole: 60

Intermediate Shafts, diameter: as per Rule. Thrust shaft, diameter at collars: as per Rule

Tube Shafts, diameter: as per Rule. Screw Shaft, diameter: as per Rule. Is the tube/screw shaft fitted with a continuous liner: YES

Bronze Liners, thickness in way of bushes: as per Rule 11.25. Thickness between bushes: as per Rule 11.75. 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: 2 LINERS

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: YES. Length of Bearing in Stern Bush next to and supporting propeller: 575

Propeller, dia. 1900. Pitch 1.600. No. of Blades: 4. Material: CAST IRON. Whether Moveable: YES. Total Developed Surface: 1300 sq. feet

Feed Pumps worked from the Main Engines, No.: ONE. Diameter: 400. Stroke: 200. Can one be overhauled while the other is at work: YES

Bilge Pumps worked from the Main Engines, No.: ONE. Diameter: 400. Stroke: 200. Can one be overhauled while the other is at work: YES

Feed Pumps: No. and size: ONE 150. How driven: STEAM. Pumps connected to the Main Bilge Line: No. and size: ONE 150. How driven: STEAM

Bilge Pumps, No. and size: ONE DOPLEX. Lubricating Oil Pumps, including Spare Pump, No. and size: ONE 150

Are two independent means arranged for circulating water through the Oil Cooler: YES. Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps: In Engine and Boiler Room, In Pump Room, In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size: ONE 2 1/2. Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size: ONE 2 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 Sea Connections fitted direct on the skin of the ship: YES. Are they fitted with Valves or Cocks: YES

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: Have they been tested as per Rule: YES

What 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: YES

MAIN BOILERS, &c.—(Letter for record: NONE) Total Heating Surface of Boilers: 75 MS = 807 sq. ft.

Which Boilers are fitted with Forced Draft: NONE. Which Boilers are fitted with Superheaters: NONE

No. and Description of Boilers: ONE SINGLE ENDED EASTON TYPE. Working Pressure: 127 kg/cm² = 180 lb./sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO. If so, is a report now forwarded? YES

Can the donkey boiler be used for other than domestic purposes: YES

PLANS. Are approved plans forwarded herewith for Shafting: 20-10-42. Main Boilers: 5-10-42. Auxiliary Boilers: YES. Donkey Boilers: YES

Superheaters: YES. General Pumping Arrangements: 17-11-43. Oil fuel Burning Piping Arrangements: YES

SPARE GEAR.

Was the spare gear required by the Rules been supplied: YES

State the principal additional spare gear supplied: YES

The foregoing is a correct description.

5-4-48

[Signature]
 ASTILLEROS MECANICOS
 VIUDA DE MARTIN MARTIN
 Bomiaz, n.º 7 - Telefono 1861
 SANTANDER



