

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 NOV 1928

When handed in at Local Office

29 NOV. 1928 Port of *Sunderland*Date, First Survey *May 23* Last Survey *Nov. 29* 1928

of writing Report

19

When handed in at Local Office

in Survey held at
Book.on the *TWIN S.S. "PAQUITA"*at *Sunderland* By whom built *James Laing & Sons*es made at *Sunderland* By whom made *George Clark Ltd.*s made at *do* By whom made *do*

ered Horse Power

Horse Power as per Rule *234*Is Refrigerating Machinery fitted for cargo purposes *No*Is Electric Light fitted *Yes*

for which Vessel is intended

Sampling Petroleum in Bulk.

NES, &c.—Description of Engines

*Twin screw triple expansion*Revs. per minute *182*f Cylinders *13-21-35*Length of Stroke *24"*No. of Cylinders *3 x 2*No. of Cranks *3 x 2*

shaft, dia. of journals

as per Rule *6.75"*Crank pin dia. *7"*

Crank webs

Mid. length breadth *11 1/4"*

shrunk

Thickness parallel to axis *4 1/4"*

mediate Shafts, diameter

as per Rule *6.43"*as fitted *6 1/2"*

Thrust shaft, diameter at collars

as per Rule *6.75"*as fitted *7"*

Shafts, diameter

as per Rule *7.139"*as fitted *7 1/2"*

Screw Shaft, diameter

as per Rule *16.39"*as fitted *16"*Is the {tube} shaft fitted with a continuous liner {*Yes*}

e Liners, thickness in way of bushes

as per Rule *32"*as fitted *9 1/16"*

Thickness between bushes

as per Rule *—*as fitted *—*

Is the after end of the liner made watertight in the

r 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*

liners are fitted, is the shaft lapped or protected between the liners

Is an approved Oil Gland or other appliance fitted at the after

the tube shaft *Yes**Vickers*

Length of Bearing in Stern Bush next to and supporting propeller

*2'-8" in tube & 2'-8" in bracket*Ber, dia. *8'-6"*Pitch *7'-0"*No. of Blades *4*Material *No*whether Movable *No*Total Developed Surface *23.5* sq. feetPumps worked from the Main Engines, No. *1 EACH ENG.*Diameter *4 1/2"*Stroke *4"*Can one be overhauled while the other is at work *Yes*Pumps worked from the Main Engines, No. *1 EACH ENG.*Diameter *4 1/2"*Stroke *4"*Can one be overhauled while the other is at work *Yes*No. and size *TWO, 120 1/2 x 6 x 18 & 7 1/2 x 5 x 6*

Pumps connected to the

Main Bilge Line

No. and size *ONE 6" x 7 1/2" x 6"*How driven *STEAM*

How driven

*STEAM**STEAM*

Main Bilge Line

How driven *STEAM*Lubricating Oil Pumps, including Spare Pump, No. and size *—*Pumps, No. and size *ONE 6" x 7 1/2" x 6"*Oil Cooler *—*

Suctions, connected to both Main Bilge Pumps and Auxiliary

independent means arranged for circulating water through the

Oil Cooler *—*Pumps;—In Engine and Boiler Room *3 @ 2 1/2"**1 @ 3" FORE HOLD, 2 @ 4" PUMP ROOM, 1 @ 4" FORD COFFERDAM.*

ds, &c.

*1 @ 3" FORE HOLD, 2 @ 4" PUMP ROOM, 1 @ 4" FORD COFFERDAM.**1 @ 4" F*

1928. May. 28. June. 4, 7, 11, 18, 19. July. 4, 5, 6, 10, 12, 25, 30, 31. Aug. 1, 2, 8, 13, 16, 17, 20, 27, 28, 31. Sep. 5, 7, 10, 17, 18, 19, 20, 25, 28. Oct. 3, 5, 8, 9, 10, 11, 12, 15, 16, 18, 19, 21, 24, 26, 30, 31. Nov. 7, 26, 28, 29.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 55

Dates of Examination of principal parts—Cylinders 16/8/28 & 8/8/28 Slides 4/7/28 Covers 16/8/28 & 8/8/28

Pistons 4/7/28 Piston Rods 18/6/28 Connecting rods 31/8/28

Crank shaft 30/7/28 Thrust shaft 16/8/28 Intermediate shafts 12/10/28

Tube shaft Screw shaft 12/10/28 Propeller 25/9/28

Stern tube 25/9/28 Engine and boiler seatings 15/10/28 Engines holding down bolts 19/10/28

Completion of fitting sea connections 9/10/28

Completion of pumping arrangements 29/11/28 Boilers fixed 18/10/28 Engines tried under steam 26/10/28

Main boiler safety valves adjusted 26/10/28 Thickness of adjusting washers 18/10/28 PORT BOILER 5700 LBS. 5 3/8" STAINLESS 1585 PT

Crank shaft material I. STEEL Identification Marks 414 EX PT STAIN 1585 PT Thrust shaft material I. STEEL Identification Mark 1585 PT

Intermediate shafts, material I. STEEL Identification Marks 1585 PT 1585 STAIN Tube shaft, material I. STEEL Identification Mark 1585 PT

Screw shaft, material I. STEEL Identification Mark 1585 STAIN Steam Pipes, material L.W. STEEL Test pressure 540 Date of Test 19/10/28

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 engines & boilers of this vessel have been built under special survey & the materials & workmanship are good. On completion they were tried under a full head of steam with satisfactory results. The machinery is now in a good & efficient condition & eligible in my opinion to have the notation LMC-11-28. T.S.C.L. & fitted for burning oil fuel F.P. above 150°F. The section 35 of the Rules being fully complied with.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11.28 C-L, F.D.

Fitted for oil fuel 11.28 F.P. above 150°F

CERTIFICATE WRITTEN 30/11/28

30/11/28

The amount of Entry Fee ... £ 4-0-0 When applied for, 8 NOV. 1928

Special ... £ 58-10-0

Donkey Boiler Fee ... £ : : When received, 30-11-28

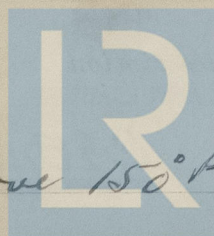
Travelling Expenses (if any) £ : :

Harbottle
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 4 DEC 1928

Assigned

1 June 11.28 F.D. CL
Fitted for oil fuel 11.28 F.P. above 150°F



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