

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 JUN 1927

Date of writing Report 19 When handed in at Local Office 24-6-1927 Port of Belfast  
 No. in Survey held at Belfast Date, First Survey 25<sup>th</sup> January Last Survey 14<sup>th</sup> June 1927  
 Reg. Book. 89495 on the STEEL T.W. Sc. ICOTEA (Number of Visits 41)  
 Tons { Gross 2370  
 Net 1280  
 Built at Belfast By whom built Harland & Wolff Ltd. Yard No. 793 When built 1927  
 Engines made at Belfast By whom made Harland & Wolff Ltd. Engine No. 793 when made 1927  
 Boilers made at Belfast By whom made Harland & Wolff Ltd. Boiler No. 793 when made 1927  
 Registered Horse Power Owners A. Wain & Co. Port belonging to London  
 Nom. Horse Power as per Rule 472 196 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended Ocean-going

ENGINES, &c.—Description of Engines Twin screw triple expansion inverted Revs. per minute 125  
 Dia. of Cylinders 13½" - 23½" - 36" Length of Stroke 27" No. of Cylinders 6 No. of Cranks 6  
 Crank shaft, dia. of journals as per Rule 7½" Crank pin dia. 7½" Crank webs Mid. length breadth 14½" Thickness parallel to axis 4½"  
 as fitted 7½" Mid. length thickness 4½" shrunk Thickness around eye-hole 3½"  
 Intermediate Shafts, diameter as per Rule 6.858" Thrust shaft, diameter at collars as per Rule 7.5"  
 as fitted none as fitted 7.5"  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.6"  
 as fitted Is the { tube } shaft fitted with a continuous liner { Yes  
 as fitted 7.6" as fitted 7.6"  
 Bronze Liners, thickness in way of bushes as per Rule 5.26" Thickness between bushes as per Rule 3.94"  
 as fitted 5.26" as fitted 3.94" 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  
 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  
 If two 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 shaft no Length of Bearing in Stern Bush next to and supporting propeller 36"  
 Propeller, dia. 9'0" Pitch 9'6" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 288 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2¼" Stroke 13½" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2¼" Stroke 13½" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size Two 8½" x 6" x 15" Pumps connected to the { No. and size One 9" x 10" x 24" One 8½" x 6" x 15"  
 How driven Steam Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size One 9" x 10" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size None  
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room Forward 1-2½" Aft. 3½" (Engine Room Copperdam from 22 pumps 2-2½")  
 In Holds, &c. Connected to pump in Cargo Pump Room - Forward Pump Room 1-2", No. 1 Buryancy Space 2-2½" No. 2 Buryancy  
 Space 2-2½" No. 3 Buryancy Space 2-2½" After Copperdam One 2½" (Frames 41 & 43)  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size Two 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size One 3½"  
 Are all the Bilge Suction Pipes in holds and 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 Both  
 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  
 What pipes pass through the deep tanks None Have they been tested as per Rule  
 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3702 ft²  
 Is Forced Draft fitted No No. and Description of Boilers Two single ended by? multi? Working Pressure 180 lbs  
 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 Main Boilers Yes Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—Two top end bolts & nuts. Two bottom end bolts and nuts. Two main bearing bolts.  
 One set coupling bolts. One set packing rings for S.P. & L.P. cylinders/pistons. One set valves for each donkey pump.  
 Two sets valves for each of feed, bilge, air and circulating pumps. One top end bush. One bottom end bush.  
 Two eccentric straps. One pair pump link braces each side. One bucket rod and nut for air pump. One  
 bucket rod and nut for circulating pump. One set safety valve springs. One screw shaft. Two cast iron propellers  
 for Condenser tubes. One set escape valve springs. One set valve lids for boiler valves. Two oil fuel runners, 18 dip  
 one suction & one delivery pipe, basket  
 Assorted bolts, nuts and iron.

The foregoing is a correct description,  
 OF HARLAND AND WOLFF, LIMITED.

Deutsche Bank

Manufacturer.



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Lloyd's Register  
 Foundation

011586-011594-0263



1278

1927 Jan 25 Feb 14. 15. 17. 28 Mar 3. 7. 8. 9. 11. 14. 15. 17. 22. 23. 24. 25. 29. 31  
During progress of work in shops - - - Apr 2. 4. 6. 8. 11. 13. 25. 27. 29 May 2. 5. 9. 10. 18. 20. 24. 31 June 1. 3. 6.  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 41

Dates of Examination of principal parts—Cylinders 22 and 23 - 3-27 Slides 25. 4. 27 Covers 23. 3-27  
Pistons 9-5-27 Piston Rods 25-4-27 Connecting rods 25-4-27  
Crank shaft 29-3-27 Thrust shaft 29-4-27 Intermediate shafts ✓  
Tube shaft ✓ Screw shaft 29-4-27 Propeller 29-4-27  
Stern tube 29-4-27 Engine and boiler seatings 26-5-27 Engines holding down bolts 8-6-27  
Completion of fitting sea connections 26-5-27  
Completion of pumping arrangements 14-6-27 Boilers fixed 8-6-27 Engines tried under steam 14-6-27  
Main boiler safety valves adjusted 14-6-27 Thickness of adjusting washers For Boiler P $\frac{1}{2}$ " 5 $\frac{3}{4}$ " Star Boiler P $\frac{1}{2}$ " 3 $\frac{1}{2}$ "  
Crank shaft material S.M. Angot Steel Identification Mark No. 2 R.L.A. Thrust shaft material S.M. Angot Steel Identification Mark No. 2 R.L.A.  
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material S.M. Angot Steel Identification Mark No. 2 R.L.A. Steam Pipes, material S.D. Copper Test pressure 360 lb. Date of Test 6-4-27  
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 "Laquilla" ✓

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

The machinery of this vessel has been constructed under special survey. The materials and workmanship are sound and good. It has been efficiently installed on board the vessel and both main and auxiliary engines have been tried under steam. The oil fuel pipe lines have been tested in accordance with the rules and the controls to the oil fuel valves and fire-extinguishing line are capable of being operated locally and from outside the engine room. In my opinion the machinery of this vessel is eligible for notation in the Local's Register. Book + L.M.C. 6. 26 C.L. FITTED FOR OIL FUEL 6.27 F.P. ABOVE 150° F.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 6.27. CL.  
Fitted for oil fuel 6.27. F.P. above 150° F.

Certificate to be sent to Registrar

The amount of Entry Fee ... £ 3 : - : When applied for,  
Special ... £ 49 : - : 24-6-27  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 2/8/27

Committee's Minute

Assigned

TUES. 28 JUN 1927

+ L.M.C. 6:27 CL  
Fitted for Oil Fuel 6.27. F.P. above 150° F.

R. Lee Amess  
Engineer Surveyor to Lloyd's Register of Shipping.

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