

## REPORT ON OIL ENGINE MACHINERY.

No. 15293

Date of writing Report 19 When handed in at Local Office 27. 11. 1951 Port of BELFAST Received at London Office 29 NOV 1951  
No. in Survey held at BELFAST Date, First Survey 1<sup>st</sup> Dec. 1949 Last Survey 15 Oct. 1951  
Reg. Book. Number of Visits 436  
Screw vessel M.S. "JUAN PERON"  
Built at BELFAST By whom built HARLAND & WOLFE LTD. Yard No. 1384. When built 10/51.  
Engines made at BELFAST By whom made HARLAND & WOLFE LTD. Engine No. 1384. When made 10/51.  
Donkey Boilers made at BELFAST By whom made HARLAND & WOLFE LTD. Boiler No. When made 10/51.  
Horse Power 3500 Owners COMPANIA ARGENTINA DE PESCA S.A. Port belonging to BUENOS AIRES.  
N. Power as per Rule 1390 ✓ Is Refrigerating Machinery fitted for cargo purposes. YES Is Electric Light fitted. YES.  
Made for which vessel is intended OCEAN GOING.

ENGINES, &c. — Type of Engines 2 SETS. HEAVY OIL. 2 or 4 stroke cycle 4 Single or double acting SINGLE.  
Maximum pressure in cylinders 700 lbs./sq. in. Diameter of cylinders 740 mm. Length of stroke 1600 mm. No. of cylinders 6 (EACH) No. of cranks 6 (EACH).  
Indicated Pressure 128 lbs./sq. in. Ahead Firing Order in Cylinders 1-5-3-6-2-4. Span of bearings, adjacent to the crank, measured  
from inner edge to inner edge 972 mm. Is there a bearing between each crank YES. Revolutions per minute 110-114 MAX.  
Flywheel dia. 2489 mm. Weight 2590 Kgs. Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>) 23520000 Means of ignition COMP. Kind of fuel used DIESEL OIL.  
Crank pin dia. 585 mm. Crank webs Mid. length breadth 980 mm. Mid. length thickness 310 mm. Thickness parallel to axis 310 mm. Thickness around eye hole 292 mm.  
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Flywheel Shaft, diameter as per Rule 115 mm. as fitted 115 mm. Intermediate Shafts, diameter as per Rule 18 1/2" as fitted 18 1/2" Thrust Shaft, diameter at collars as per Rule 454 mm. as fitted 454 mm.  
Main Shaft, diameter as per Rule 18" as fitted 18" Is the screw shaft fitted with a continuous liner YES.  
Liner thickness in way of bushes as per Rule 7/8" as fitted 7/8" Thickness between bushes as per Rule 11/16" as fitted 11/16" 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-  
compressive. 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 tube shaft. No. If so, state type. Length of bearing in Stern Bush next to and supporting propeller 6' 0" ✓  
Propeller, dia. 15' 9" Pitch 10' 9" No. of blades 4 Material BRONZE whether moveable. YES. Total developed surface 80 sq. feet  
Moment of inertia of propeller (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>) Kind of damper, if fitted.  
Method of reversing Engines DIRECT - AIR Is a governor or other arrangement fitted to prevent racing of the engine when disengaged YES. Means of  
lubrication FORCED. Thickness of cylinder liners 53 mm. Are the cylinders fitted with safety valves YES. Are the exhaust pipes and silencers water cooled  
or lagged with non-conducting material. LAGGED. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned  
to the engine. YES. Cooling Water Pumps, No. 3 S.W. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel. YES.  
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 BILGE PUMPS (2) 110 TONS/HR. BALLAST PUMP 250 TONS/HR. GEN. SER. PUMP 110 TONS/HR.  
How driven STEAM. STEAM. STEAM.  
Cooling water led to the bilges. No. If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping  
arrangements.  
Suction Pumps, No. and size 1 - 250 TONS/HR. Power Driven Lubricating Oil Pumps, including spare pump, No. and size 3 - 100 TONS/HR.  
Independent means arranged for circulating water through the Oil Cooler. YES. ✓ Suctions, connected to both main bilge pumps and auxiliary  
pumps, No. and size:—In machinery spaces 3 - 4" ✓ In pump rooms FOR. AFT. 2 - 4" ✓  
Discharges, &c. FOREHOLD 2 1/2" P.S. STOREROOM FOR 1 - 2 1/2" FOR AUX. PUMP ROOM 1 - 2 1/2" ✓  
Independent Power Pump Direct Suctions to the engine room bilges, No. and size BILGE PUMP 1 - 6" BALLAST PUMP 1 - 6" ✓  
Are the bilge suction pipes in holds and tunnel well fitted with strum-boxes. YES. ✓ Are the bilge suction in the machinery spaces led from easily  
accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. YES. (WHERE PRACTICABLE) ✓  
Sea Connections fitted direct on the skin of the Ship. YES. ✓ Are they fitted with valves or cocks. BOTH. Are they fixed  
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. BELOW. ✓  
Are 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. ✓  
Do pipes pass through the bunkers. YES. ✓ How are they protected. ✓  
Do pipes pass through the deep tanks. YES. ✓ Have they been tested as per Rule. ✓  
Are 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  
space or from one compartment to another. YES. ✓ Is the shaft tunnel watertight. YES. ✓ Is it fitted with a watertight door. YES. ✓ worked from. ✓  
Do vessels, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork. YES. ✓  
Air Compressors, No. No. of stages diameters stroke driven by.  
Main Air Compressors, No. 2. No. of stages 2. diameters 5 3/4" - 12 1/2" stroke 7 1/2" driven by STEAM ENG.  
Auxiliary Air Compressors, No. No. of stages diameters stroke driven by.  
Is provision made for first charging the air receivers. COMPRESSORS NOTED ABOVE. ✓  
Engaging Air Pumps, No. UNDER PISTON SUPERCHARGE diameter stroke driven by.  
Auxiliary Engines crank shafts, diameter as per Rule. No. 6. (50 HP. 25 K.W. 10. (20 K.W.)  
Are the auxiliary engines been constructed under special survey. YES. ✓ Position ENG. ROOM. FOR. LOWER PLATFORM.  
Is a report sent herewith. YES. ✓

1810-1204031-0187  
014023-014031-0187



*Certificate (if required) to be sent to*

The amount of Entry Fee	F.E. MACH	377.	0.
	F.E. AIR ENG.	155.	0.
Special	MAIN AIR REC	£ 16.	0.
	H.S.W. BOILERS	8.	0.
Donkey Boiler Fee...	AIR REC	£ 8.	0.
Travelling Expenses (if any)	FACTORY EQUIP.	55.	0.

*A. Tarrant & B. Smart*  
Engineer Surveyor to Lloyd's Register of Shipping

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