

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 APR 1928

Date of writing Report 9th March 1928 When handed in at Local Office 9th March 1928 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 9.11.27 Last Survey 2nd March 1928
 Reg. Book. 43013 on the T.S.S. "TIA JUANA" (Number of Visits 1st)
 Built at Belfast By whom built Messrs. Harland & Wolff Ltd. Yard No. 833 Tons 1928
 Engines made at Glasgow By whom made do. Engine No. 833 when made 1928
 Boilers made at Belfast By whom made do. Boiler No. 833 when made 1928
 Registered Horse Power 196 Owners Lago Shipping Coy Ltd. Port belonging to London
 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 for which Vessel is intended Carrying Petroleum in Bulk.

ENGINES, &c.—Description of Engines Twin Vertical Reciprocating Triple Expansion Revs. per minute
 of Cylinders 13 1/2, 23 1/2, 36 ins. Length of Stroke 27 ins. No. of Cylinders 6 No. of Cranks 6
 shaft, dia. of journals as per Rule 7 1/8" Crank pin dia. 7 3/8" Crank webs Mid. length breadth 14 1/2" Thickness parallel to axis 4 7/8"
 as fitted 7 3/8" Mid. length thickness 4 7/8" shrunk Thickness around eye-hole 3 3/4"
 Intermediate Shafts, diameter as per Rule 7 1/4" Thrust shaft, diameter at collars as per Rule 7 1/8"
 as fitted 7 1/4" as fitted 7 3/8"
 Shafts, diameter as per Rule 7.60 Is the tube screw shaft fitted with a continuous liner Yes
 as fitted 7 3/4" as fitted 7 3/4"
 Liners, thickness in way of bushes as per Rule 0.53 Thickness between bushes as per Rule 0.40 Is the after end of the liner made watertight in the
 as fitted 5/8" as fitted 7/16"
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 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
 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
 the tube shaft Length of Bearing in Stern Bush next to and supporting propeller 3' 0"
 dia. 9' 0" Pitch 9' 6" No. of Blades 4 Material Brass whether Movable No Total Developed Surface 28 (swh) sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 2 1/4" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Pumps worked from the Main Engines, No. 1 Diameter 2 1/4" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 No. and size 2 Pumps connected to the Main Bilge Line No. and size 2
 How driven Hand How driven Hand
 Main Bilge Line 2
 Lubricating Oil Pumps, including Spare Pump, No. and size 2
 independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room Yes
 Ids, &c. Yes

Water Circulating Pump Direct Bilge Suctions, No. and size 2 **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 size 2 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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
Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Yes
 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 Yes
 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
 Pipes pass through the bunkers Yes How are they protected Yes
 pipes pass through the deep tanks Yes Have they been tested as per Rule Yes
 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 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 No) Total Heating Surface of Boilers 3702 ft²
 Draft fitted No No. and Description of Boilers 2 Working Pressure 180 lbs./in.²
REPORT ON MAIN BOILERS NOW FORWARDED? No Report Office.
DONKEY BOILER FITTED? No If so, is a report now forwarded? No
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) Yes
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes
WATER GEAR. State the articles supplied:— As per attached list.

The foregoing is a correct description,
 For HARLAND & WOLFF, LTD.
 J. C. Green,
 MANAGER FINNIESTON WORKS

Manufacturer.



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 W129-0199

1927 Nov. 9 Dec 14-26 (1928) Jan 9-18-20-19-27-30-31 Feb. 3-14-27 Mar 2

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 14

Dates of Examination of principal parts—Cylinders 3-2-28 Slides 3-2-28 Covers 3-2-28

Pistons 14-2-28 Piston Rods 14-2-28 Connecting rods 14-2-28

Crank shaft 27-1-28 Thrust shaft 27-2-28 Intermediate shafts None

Tube shaft None Screw shaft 3-2-28 Propeller

Stern tubes 14-2-28 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Steel Identification Mark 440 YD'S 2280 J.D.B. Thrust shaft material Steel Identification Mark P. LLOYD'S 572 J.D.B.

Intermediate shafts, material None Identification Marks Tube shaft, material None Identification Mark

Screw shaft material Steel Identification Mark P. LLOYD'S 573, 571, 243 798, 796, 798 Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for the use of oil as fuel been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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 T.S.S. "PUNTA BENITEZ"

General Remarks (State quality of workmanship, opinions as to class, &c. These engines, including the thrust propeller shafts have been built under special survey in accordance with the Rules. The material & workmanship are good. They have been shipped to Belfast to be fitted in the vessel.

On completion of fitting out this machinery will be, in my opinion, to be classed in the Register with notation: L.M.C. — (with date): C.L.

It is submitted that this vessel is eligible for THE RECORD.

LMC. 4-28.CL

Fitted for Oil Fuel. 4-28 F.P. above 150°F

A.L.C. 12/3/28

13-4-28

Certificate to be sent to

The amount of Entry Fee ... £ 3 : - : When applied for 12 MAR 1928

Special ... £ 19 : 12/- : 19

Donkey Boiler Fee ... £ - : - : When received, 4-5-28

Travelling Expenses (if any) £ - : - : 19

Committee's Minute GLASGOW 13 MAR 1928

Assigned Defered

J. D. Boyle
Engineer Surveyor to Lloyd's Register of Shipping
FRI. 13 APR 1928

Lloyd's Register of Shipping
No 9945
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