

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 APR 1928

Date of writing Report 8th March 1928 When handed in at Local Office 9th March 1928 Port of Glasgow

No. in Survey held at Glasgow Reg. Book. 43013 on the T.S.S. "TIA JUANA"

Date, First Survey 9.11.27 Last Survey 2nd March 1928 (Number of Visits 1st)

Built at Belfast By whom built Messrs. Harland & Wolff Ltd. Yard No. 833 Tons Gross 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

Horse Power as per Rule 196 Is Refrigerating Machinery fitted for cargo purposes 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

No. of Cylinders 13 1/2, 23 1/2, 36 ins. Length of Stroke 27 ins. No. of Cranks 6 No. of Cranks 6

shaft, dia. of journals as per Rule 7 1/8" Crank pin dia. 7 3/8" Mid. length breadth 4 1/2" Thickness parallel to axis 4 3/8"

as fitted 7 3/8" Crank webs Mid. length thickness 4 3/8" shrunk Thickness around eye-hole 3 3/4"

mediate 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 1/4" Screw Shaft, diameter as per Rule 7 3/4" Is the tube screw shaft fitted with a continuous liner Yes

as fitted 7 1/4" 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"

er boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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 Length of Bearing in Stern Bush next to and supporting propeller 3' 0"

eller, dia. 9' 0" Pitch 9' 6" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 28 (cubic) sq. feet

Pumps worked from the Main Engines, No. 1 (No. 1) 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. 2 (No. 2) Diameter 2 1/4" Stroke 13 1/2" Can one be overhauled while the other is at work Yes

No. and size Pumps connected to the Main Bilge Line No. and size

How driven How driven

st Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

o independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room

ids, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

nd size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

e 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

Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

ey fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

ey each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

Pipes pass through the bunkers How are they protected

pipes pass through the deep tanks Have they been tested as per Rule

l Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

tment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

N BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 3702 ft².

reed Draft fitted No No. and Description of Boilers Working Pressure 180 lbs./in.²

4 REPORT ON MAIN BOILERS NOW FORWARDED? No. — Report Office.

4 DONKEY BOILER FITTED? If so, is a report now forwarded?

NS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

aters General Pumping Arrangements Oil fuel Burning Piping Arrangements

RE 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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Lloyd's Register
Foundation

W129-0199

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

Dates of Survey while building
During progress of work in shops --
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 440 YD'S 2280 J.D.B.
Intermediate shafts, material None Identification Marks P. 2. 440 YD'S 2280 J.D.B. Tube shaft, material None Identification Mark
Screw shaft material Steel Identification Mark 440 YD'S 2280 J.D.B. 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 & fitted in the vessel.

In 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. L.M.C. 4-28.C.L. Fitted for Oil Fuel. 4-28 F.P. above 150° F.

13-4-28

Certificate to be sent to

The amount of Entry Fee ...	£ 3 : -	When applied for
2 nd Special ...	£ 19 : 12/-	12 MAR 1928
Donkey Boiler Fee ...	£ - : -	When received
Travelling Expenses (if any) £	- : -	4-5-28

Committee's Minute GLASGOW 13 MAR 1928
Assigned Defered

J. D. Boyle
Engineer Surveyor to Lloyd's Register of Shipping
FRI. 13 APR 1928
See Bel. F.C. rpt
No 9945
Lloyd's Register Foundation