

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Writing Report 5<sup>th</sup> APRIL 1928. When handed in at Local Office 5<sup>th</sup> APRIL 1928. Port of *Belfast*

Survey held at *Belfast* Date, First Survey 21<sup>st</sup> Nov. 1927. Last Survey 4<sup>th</sup> APRIL 1928  
(Number of Visits 32)

Book. on the *STEEL TWIN SC. T/A JUANA*

at *Belfast* By whom built *Harland & Wolff Ltd.* Yard No. *833* Tons *1928*  
When built *1928*

es made at *Glasgow* By whom made *Harland & Wolff Ltd.* Engine No. *833* when made *1928*

s made at *Belfast* By whom made *Harland & Wolff Ltd.* Boiler No. *833* when made *1928*

Rated Horse Power *196* Owners *Days Shipping Co. Ltd. (A. Wain & Co. Mgrs)* Port belonging to *London*

Horse Power as per Rule *196* Is Refrigerating Machinery fitted for cargo purposes *No.* Is Electric Light fitted *Yes*

for which Vessel is intended *Ocean - Liner*

INES, &c.—Description of Engines *Inverted triple-expansion twin screw* Revs. per minute *125*

of Cylinders Length of Stroke No. of Cylinders No. of Cranks

shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis  
as fitted Mid. length thickness Thickness around eye-hole

mediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule  
as fitted as fitted

Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {  
as fitted as fitted screw }

ce Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
as fitted as fitted

er boss *Yes* 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 *No.* Length of Bearing in Stern Bush next to and supporting propeller *36"*

eller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

No. and size *Two 8½" x 6" x 15"* ✓ Pumps connected to the { No. and size *Two 9" x 10" x 24"* ✓ *8½" x 6" x 13"* ✓  
How driven *Steam* Main Bilge Line How driven *Steam*

st Pumps, No. and size *One 9" x 10" x 24"* ✓ 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 *Forward 1-2½" Aft 1-3½" (2-2½" in E.R. Cofferdam to O.F. pump) ✓*

lds, &c. *(Connected to pump in Cargo Pump Room - Forward pump room 1-2"; No. 1 Buoyancy Spaces 2-2½"; No. 2 Buoyancy  
2-2½"; No. 3 Buoyancy Spaces 2-2½"; After Cofferdam frames 41 to 45 One-2½") ✓*

Water Circulating Pump Direct Bilge Suctions, No. and size *Two 4"* ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges,  
nd size *One 3½"* Are all the Bilge Suction Pipes in holds and ~~tunnel~~ well fitted with strum-boxes *Yes ✓*

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 *Yes ✓*

Sea Connections fitted direct on the skin of the ship *Yes ✓* Are they fitted with Valves or Cocks *both ✓*

ey 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 ✓*

ey 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 *none ✓* Have they been tested as per Rule *✓*

pipes pass through the deep tanks *none ✓*

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  
tment to another *Yes ✓* Is the Shaft Tunnel watertight *none ✓* Is it fitted with a watertight door *✓* worked from *✓*

N BOILERS, &c.—(Letter for record *5*) Total Heating Surface of Boilers *3702 sq. ft. ✓*

eced Draft fitted *No. ✓* No. and Description of Boilers *Two S.E. Cyl. Mult. ✓* Working Pressure *180 lbs. ✓*

4 REPORT ON MAIN BOILERS NOW FORWARDED? *Yes ✓*

4 DONKEY BOILER FITTED? *No. ✓* If so, is a report now forwarded? *✓*

INS. Are approved plans forwarded herewith for Shafting *✓* Main Boilers *7. 11. 27* Auxiliary Boilers *✓* Donkey Boilers *✓*  
(If not state date of approval)

aters *✓* General Pumping Arrangements *23. 11. 27* Oil fuel Burning Piping Arrangements *23. 11. 27*

RE GEAR. State the articles supplied:— *See Attached List.*

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

*J.D. Keay.*

Manufacturer.



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Lloyd's Register  
Foundation

W129-0200



Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

1924

Nov 21, 24, 28, 30 Dec 2, 9, 21, 22 Jan 6, 13, 20, 25, 26, 27 Feb 3, 6, 9, 17, 20, 21 Mar 7, 12

16, 20, 21, 26, 27, 30, 31 Apr 2, 4

32

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propellers

21. 2. 28

Stern tube

Engine and boiler seatings

12. 3. 28

Engines holding down bolts

27. 2. 28

Completion of fitting sea connections

7. 3. 28

Engines tried under steam

30. 3. 28

Completion of pumping arrangements

30. 3. 28

Boilers fixed

26. 3. 28

Engines tried under steam

30. 3. 28

Main boiler safety valves adjusted

30. 3. 28

Thickness of adjusting washers

Pat Boilers  $P\frac{3}{8} S\frac{3}{8}$  Star Boilers  $P\frac{3}{8}$

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

S.D. Copper Test pressure

360 lb

Date of Test

21. 2. 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

Yes

If so, state name of vessel

"Lagunilla &c."

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

The machinery of this vessel was constructed under special survey see Glasgow report last 7. It has been efficiently installed and fastened on board and tried out under working conditions. The oil fuel lines have been tested in accordance with the rules. In my opinion the vessel is now eligible for notation in the Society's Register Book.

-1- L.M.C.H. 28 C.L. FITTED FOR OIL FUEL H. 28 F.P. ABOVE 150°F.

Certificate to be sent to

The amount of Entry Fee was CHARGED AT GLASGOW

When applied for,

3<sup>TH</sup> OF Special ... £ 29 : 8

5<sup>TH</sup> April 1928

Donkey Boiler Fee ... £ ✓ :

When received,

Travelling Expenses (if any) £ ✓ :

24. 4. 28

FRI. 13 APR 1928

Committee's Minute

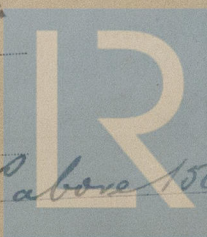
Assigned

+ L.M.C.H. 4:28  
Billed for Oil Fuel, 4:28

C.L.  
F.P. above 150°F

R. Lee Auneas

Engineer Surveyor to Lloyd's Register of Shipping



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