

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Writing Report 5th APRIL 1928. When handed in at Local Office 5th APRIL 1928. Port of Belfast

Survey held at Belfast Date, First Survey 21st Nov. 1927 Last Survey 4th APRIL 1928
Book. (Number of Visits 32)

3 on the STEEL TWIN SC. TIA JUANA Tons } Gross
Net

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

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

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

Indicated Horse Power _____ 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

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

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

Journal shaft, dia. of journals _____ Crank pin dia. _____ Crank webs _____ Mid. length thickness _____

Intermediate Shafts, diameter _____ Thrust shaft, diameter at collars _____

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

Liner thickness in way of bushes _____ Thickness between bushes _____ Is the after end of the liner made watertight in 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 _____

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"

Propeller, 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 8 1/2" x 6" x 15" Pumps connected to the { No. and size Two 9" x 10" x 24" } 8 1/2" x 6" x 13" }
How driven Steam Main Bilge Line { How driven Steam }

Best Pumps, No. and size One 9" x 10" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size _____

Oil Cooler _____ Suctions, connected to both Main Bilge Pumps and Auxiliary _____

Pumps;—In Engine and Boiler Room Forward 1-2 1/2" Aft 1-3 1/2" (2-2 1/2" in E.R. Cofferdam to O.F. pump)

Spaces, &c. (Connected to pump in Cargo Pump Room - Forward pump room 1-2"; No. 1 Buoyancy Spaces 2-2 1/2"; No. 2 Buoyancy _____

Spaces 2-2 1/2"; No. 3 Buoyancy Spaces 2-2 1/2"; After Cofferdam Frames H1 to H5 One 2 1/2")

Water Circulating Pump Direct Bilge Suctions, No. and size Two 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, _____

and size One 3 3/4" 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 both

are 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

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 Have they been tested as per Rule _____

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 none Is it fitted with a watertight door _____ worked from _____

NO BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 3702 sq. ft.

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

REPORT ON MAIN BOILERS NOW FORWARDED? Yes

DONKEY BOILER FITTED? No. If so, is a report now forwarded? _____

APPROVED. Are approved plans forwarded herewith for Shafting _____ Main Boilers 7. 11. 27 Auxiliary Boilers _____ Donkey Boilers _____

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

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, 11
 During progress of work in shops - - 16, 20, 21, 26, 27, 30, 31 Apr 2, 4
 During erection on board vessel - - -
 Total No. of visits 32

Dates of Examination of principal parts—Cylinders
 Slides
 Covers
 Connecting rods
 Intermediate shafts
 Propellers 21. 2. 28
 Engines holding down bolts 27. 2. 28.
 Engine and boiler seatings 12. 3. 28
 7. 3. 28
 Engines tried under steam 30. 3. 28
 Boilers fixed 26-3-28
 Completion of fitting sea connections
 Completion of pumping arrangements 30. 3. 28
 Main boiler safety valves adjusted 30. 3. 28
 Thickness of adjusting washers Pat Boiler $P\frac{3}{8}$ $S\frac{3}{8}$ Star Boiler $P\frac{3}{8}$
 Identification Mark
 Thrust shaft material
 Identification Mark
 Tube shaft, material
 Identification Mark
 Steam Pipes, material S.D. Copper Test pressure 360 lb Date of Test 20. 3.
 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 heretofore
 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
 now eligible for notation in the Society's Register Book
 -|- L.M.C.H. 28 C.L. FITTED FOR OIL FUEL H. 28 F.P. ABOVE 150° F.

Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee was CHARGED AT GLASGOW
 5/5 OF Special ... £ 29 : 8
 Donkey Boiler Fee ... £ ✓ :
 Travelling Expenses (if any) £ ✓ :
 When applied for, 5th April 1928
 When received, 24. 4. 28

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

FRI. 13 APR 1928

Committee's Minute

Assigned

+ L.M.C.H. 4:28
 Fitted for Oil Fuel, 4:28
 C.L. F.P. above 150° F.



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