

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 9770

Date of writing Report 10 When handed in at Local Office 29-6-10 27 Port of Belfast Received at London Office 30 JUN 1927

No. in Survey held at Belfast Reg. Book. Date, First Survey 15 Feb. 1927 Last Survey 23 June 1927

on the Tw. Sc. LA SALINA (Number of Visits 40)

Built at Belfast By whom built Harland & Wolff Ltd. Yard No. 794 Tons { Gross Net } When built 1927

Engines made at Belfast By whom made Harland & Wolff Ltd. Engine No. 794 when made 1927

Boilers made at Belfast By whom made Harland & Wolff Ltd. Boiler No. 794 when made 1927

Registered Horse Power Owners A. Neil & Co. Ltd. Port belonging to London

Nom. Horse Power as per Rule 472 196 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

Trade for which Vessel is intended Ocean-going

ENGINES, &c.—Description of Engines 2 in screw triple expansion inverted

Dia. of Cylinders 13½" 23½" 36" Length of Stroke 27" No. of Cylinders 6 Revs. per minute 125

Crank shaft, dia. of journals as per Rule 7.3" 7.19" No. of Cranks 6

as fitted 7.3" Crank pin dia. 7.3" Crank webs Mid. length breadth 11½" Thickness parallel to axis 11½"

Intermediate Shafts, diameter as per Rule 6.588" Mid. length thickness 11½" shrunk Thickness around eye-hole 39½"

as fitted Thrust shaft, diameter at collars as per Rule 7.3" 7.19" as fitted 7.3" 7.19"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 7.6" 7.3" Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 526" 675" Thickness between bushes as per Rule 39½" 4875" 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-corrosive

If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

Propeller, dia. 9'0" Pitch 9'6" No. of Blades 4 Material Bronze whether Moveable No. Total Developed Surface each 28 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2½" Stroke 13½" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2½" Stroke 13½" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 2 No. 8½" x 6" x 15" Pumps connected to the { No. and size 2 No. 8½" x 6" x 15" 9" x 10" x 74" How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size One 9" x 10" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size None

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room Forward 1-2½" Aft 1-3½" Suctions, connected to both Main Bilge Pumps and Auxiliary (2 No. 2½" suction from Copepumps to O.F. Pumps)

In Holds, &c. Connected to pump in cargo pump room Forward pump room 1-2" No. 1 Buoyancy spaces 2-2½" No. 2 Buoyancy spaces 2-2½"

no. 3 Buoyancy spaces 2-2½" Aft Copepump One 2½" (Frames 41 to 43)

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 No. 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3½"

Are all the Bilge Suction Pipes in holds and well fitted with strum-boxes Yes

Are the 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

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

Are they 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

Are they 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

What Pipes pass through the bunkers None How are they protected

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

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

Is the 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 Is it fitted with a watertight door worked from

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

Is Forced Draft fitted No. No. and Description of Boilers 2 single ended Cyl. mult. Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes

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

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—Two top end bolts & nuts. Two bottom end bolts & nuts. Two main bearing bolts. One set of coupling bolts. One set of packing rings for H. and I. pistons. One set of valves for each donkey pump. Two sets of valves for each of feed, bilge, air and circulating pumps. One top end bush. One bottom end bush. Two eccentric straps. One pair of pump link braces each set. One of each bucket rod with nut complete for air and circulating pumps. One set of safety valve springs. One screw shaft. Two cast iron propellers. 24 Condenser tubes. One set of escape valve springs. One set of valve lids for bilge valves. Two oil fuel burners & 18 lbs. One suction and one delivery filter baskets.

The foregoing is a correct description,

FOR HARLAND AND WOLFF, LIMITED.

A. T. Marshall.

Manufacturer.

Assistant Secretary.



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Lloyd's Register
Foundation

W1633-0171

0777

Dates of Survey while building

During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits.

1927 Feb 15 Mar 7 9 11 15 17 22 23 24 29 Apr 1 4 6 11 13 20 26 29 May 3 4 5 6 9 10
12 13 16 17 20 25 26 30 31 June 1 3 8 13 17 21 23

40

Dates of Examination of principal parts—Cylinders 2.5.27 Slides 9.5.27 Covers 9.5.27
Pistons 9.5.27 Piston Rods 29.4.27 Connecting rods 17.5.27
Crank shafts 29.4.27 Thrust shafts 29.4.27 Intermediate shafts ✓
Tube shaft ✓ Screw shafts 25.5.27 Propeller ✓ 25.5.27
Stern tube 26.5.27 Engine and boiler seatings 31.5.27 Engines holding down bolts 8.6.27
Completion of fitting sea connections 26.5.27
Completion of pumping arrangements 21.6.27 Boilers fixed 17.6.27 Engines tried under steam 21.6.27
Main boiler safety valves adjusted 21.6.27 Thickness of adjusting washers $P_{1/16}$ $P_{5/16}$ $5 \frac{13}{32}$ Star Bolt $P_{3/2}$ $5 \frac{13}{32}$
Crank shaft material S.M. Ingot Steel Identification Mark No 3 R.L.A. Thrust shaft material Sm Ingot Steel Identification Mark No 3 R.L.A.
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Sm Ingot Steel Identification Mark No 3 R.L.A. Steam Pipes, material LD Copper Test pressure 360 lb. Date of Test 13.6.27
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 "Laquilla" re.

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery of this vessel has been constructed under special survey. The materials and workmanship are sound and good. It has been efficiently installed on board the vessel. The main and auxiliary engines have been tried under steam. The oil fuel pipe lines have been tested in accordance with the rules. The controls to the oil fuel valves and fire-extinguishing line are capable of being operated locally and from outside the engine room.
In my opinion the machinery of this vessel is eligible for notation in the Society's Register Book + L.M.C. 6.26 C.L. fitted for oil fuel 6.27. F.P. above 150°F.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 6.27. CL.

Fitted for oil fuel 6.27. F.P. above 150°F.

J.W.D.
1/7/27
R. Lee Amers.

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 3 : -
Special ... £ 49 : -
Donkey Boiler Fee ... £ : -
Travelling Expenses (if any) £ : -
When applied for, 28.6.1927
When received, 2/8/27

FRI 1 JUL 1927

Committee's Minute

Assigned

+ L.M.C 6.27. C.L.
Fitted for Oil fuel 6.27 F.P. above 150°F



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Rpt.

Date of
No. in
Reg. Bo

Master

Engines

Boilers

Registered

MULTI

(Letter for

Boilers 2

No. of Co

safety calce

Are they fit

Smallest di

Material of

Descrip. of

Top of plat

rules 180 lb

boiler knee

Description of

plates: Mate

Top 8'8" x 8"

smallest part

Pitch of stays

Area supporte

Lower back pl

Pitch of tubes

water spaces

girder at centre

Working pressu

separately ✓

holes ✓ Pit

If stiffened with

Working pressur

Dates of Survey while building

During work in

During board

GENERAL

These Boilers

ord. x They have

installed and

primaries the

Survey Fee

Travelling Exp

Committee's M

Assigned