

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 AUG 1948

Date of Writing Report 22 May 1948 When handed in at Local Office 22 May 1948 Port of BILBAO
 No. in Survey held at SANTANDER Date, First Survey 24 November 44 Last Survey 4 February 1948
 Reg. Book (Number of Visits 83)
 on the S.S. MINA MARY Tons Gross 392 Net 251
 Built at GIRON By whom built ASTILLEROS G. RIERA Yard No. 9 When built 1947
 Engines made at SANTANDER By whom made VIUDA DE MARTIN MARTIN Engine No. 1658 When made 1947
 Boilers made at VIGO By whom made M. ENRIQUE LORENZO Boiler No. 646 When made 1947
 Registered Horse Power 250 Owners NICANOR NOVAL HEVIA Port belonging to SANTANDER
 Nom. Horse Power as per Rule 37.2 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Trade for which vessel is intended COASTING

Engines, &c. Description of Engines TRIPLE EXPANSION RECIPROCATED Revs. per minute 180
 Dia. of Cylinders HP 200 IP 350 LP 550 Length of Stroke 400 No. of Cylinders 3 No. of Cranks 3
 Crankshaft, dia. of journals as per Rule 107 Crank pin dia. 120 Mid. length breadth 160 Thickness parallel to axis 60
 as fitted 120 Crank webs Mid. length thickness 70 Thickness around eye-hole 60
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner
 as fitted Is the after end of the liner made watertight in the propeller box
 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
 at If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. 1900 Pitch 1.600 No. of Blades 4 Material CAST IRON whether Moveable Total Developed Surface 1.300 sq. feet
 Feed Pumps worked from the Main Engines, No. 8 Diameter 400 Stroke 200 Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. ONE Diameter 400 Stroke 200 Can one be overhauled while the other is at work
 Feed Pumps No. and size ONE 150 How driven STEAM Pumps connected to the Main Bilge Line No. and size ONE 150 How driven STEAM
 Ballast Pumps, No. and size ONE 150 Lubricating Oil Pumps, including Spare Pump, No. and size TWO 150
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room TWO AT AFTER END OF 2 1/2 IN. DIA. IN PUMP ROOM
 In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 2 1/2 IN. DIA. Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. and size ONE 2 1/2 IN. DIA. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they 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
 Are they 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
 What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks Have they been tested as per Rule
 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) Total Heating Surface of Boilers 75 MS = 807 MS
 Which Boilers are fitted with Forced Draft NONE Which Boilers are fitted with Superheaters NONE
 No. and Description of Boilers ONE SINGLE ENDED SCOTCH TYPE Working Pressure 12.7 kg/cm² 180 lb./sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO

If so, is a report now forwarded? YES

Can the donkey boiler be used for other than domestic purposes? YES

PLANS. Are approved plans forwarded herewith for Shafting 20-10-42 Main Boilers 5-10-42 Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

Superheaters General Pumping Arrangements 17-11-43 Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied? YES

State the principal additional spare gear supplied.

The foregoing is a correct description.

5-4-48



Manufacturer.



© 2021

Lloyd's Register Foundation

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

During progress of work in shops - - 1944 Nov 24 1945 March 24 1946 April 12 May 2. 11.18 July 24. 27 Aug 2. SEP 25. 26 28 NOV 5

Dates of Survey while building 1947 SEP 29 OCT 17 NOV 12. 22 DEC 12. 17 1948 FEB 4

During erection on board vessel - - -

Total No. of visits 33

Dates of Examination of principal parts - Cylinders 30.7.47 Slides 30.7.47 Covers 30.7.47

Pistons 30.7.47 Piston Rods 5.11.46 Connecting rods 24.11.46 + 24.3.45

Crank shaft 28.9.46 Thrust shaft 25.9.46 Intermediate shafts 25.9.46

Tube shaft 25.9.46 Screw shaft 25.9.46 Propeller 25.9.46

Stern tube 25.9.46 Engine and boiler seatings 145.47091089 Engines holding down bolts 12.12.47

Completion of fitting sea connections 2-8-46 Boilers fixed 17-10-47 Engines tried under steam 17.12.47

Completion of pumping arrangements 17.12.47 Thickness of adjusting washers 29% PORT + STARBOARD

Main boiler safety valves adjusted 17.12.47 Identification Mark 22.9.46 ADEB Thrust shaft material S.M. STEEL Identification Mark 25.9.46 ADEB

Crank shaft material S.M. STEEL Identification Mark 22.9.46 ADEB Tube shaft, material S.M. STEEL Identification Mark 25.9.46 ADEB

Intermediate shafts, material S.M. STEEL Identification Mark 22.9.46 ADEB Steam Pipes, material COPPER Test pressure 360 lb/sq in Date of Test 12.12.47

Screw shaft, material S.M. STEEL Identification Mark 22.9.46 ADEB Is the flash point of the oil to be used over 150° F. YES

Is an installation fitted for burning oil fuel NO

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo NO

If so, have the requirements of the Rules been complied with YES

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with YES

Is this machinery duplicate of a previous case YES If so, state name of vessel S.S. "LEOB" REPORT No. 10130

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

under Special Survey and in accordance to the approved plans and to our Rules & Regulations and the workmanship is good.

The material used in the construction has been tested to Rule requirements.

The Screw shaft plan dated 20.1.43 was submitted for approval with continuous lines, but owing to the difficulty of making the lines in one length by the engine builders some have been made in 2 lengths. The space between the 2 shafts has been covered with cotton linnen impregnated with white lead.

The amount of Entry Fee £ 4.500

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £ 1090

When applied for, 7/6/48

When received, 9/6/48