

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 23rd March 1928 When handed in at Local Office 23rd March 1928 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 9. 11. 27 Last Survey 23rd March 1928
 Reg. Book. T. S. S. "SAN MATIAS" HOOIBERG (Number of Visits 13)
 on the Belfast By whom built Harland & Wolff Ltd. Yard No. 834 Tons 1928
 Engines made at Glasgow By whom made do. Engine No. 834 when made 1928
 Boilers made at Belfast By whom made do. Boiler No. 834 when made 1928
 Registered Horse Power 196 Owners Lago Shipping Co. Ltd. Port belonging to do.
 Nom. Horse Power as per Rule 196 Is Refrigerating Machinery fitted for cargo purposes do. Is Electric Light fitted do.
 Trade for which Vessel is intended Carrying Petroleum in Bulk

ENGINES, &c.—Description of Engines Twin, vertical reciprocating, triple expansion Revs. per minute 130
 Dia. of Cylinders 13 1/2, 23 1/2 + 36 ins. Length of Stroke 27 ins. No. of Cylinders 6 No. of Cranks 6
 Crank shaft, dia. of journals 7 1/2 as per Rule 7 1/2 Crank pin dia. 7 3/8 Crank webs 14 1/2 Mid. length breadth 4 7/8 Thickness parallel to axis 3 1/4
 as fitted 7 3/8 Mid. length thickness 4 7/8 Thickness around eye-hole 3 1/4
 Intermediate Shafts, diameter 6 1/2 as per Rule 6 1/2 Thrust shaft, diameter at collars 7 1/2 as per Rule 7 1/2
 as fitted 7 1/2 as fitted 7 1/2 Is the tube shaft fitted with a continuous liner yes
 Tube Shafts, diameter 0 5/8 as per Rule 0 5/8 Screw Shaft, diameter 7 3/4 as per Rule 7 3/4
 as fitted 7 3/4 Is the tube shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes 5/8 as per Rule 5/8 Thickness between bushes 0 40 as per Rule 0 40
 as fitted 5/8 as fitted 5/8 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 yes
 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft yes
 Propeller, dia. 9 1/2 Pitch 9 1/2 No. of Blades 4 Material Brass whether Moveable no Total Developed Surface 28 (sq. ft.)
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 13 1/2 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 2 1/2 Stroke 13 1/2 Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 Pumps connected to the { No. and size 2
 { How driven by Main Engines Main Bilge Line { How driven by Main Engines
 Ballast Pumps, No. and size 2 Lubricating Oil Pumps, including Spare Pump, No. and size 2
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room yes
 In Holds, &c. yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2
 Are all the Bilge Suction Pipes in holds and tunnel 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 yes
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates yes Are the Overboard Discharges above or below the deep water line yes
 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 yes How are they protected yes
 What pipes pass through the deep tanks yes 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 yes
 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 yes Is it fitted with a watertight door yes worked from yes

MAIN BOILERS, &c.—(Letter for record no) Total Heating Surface of Boilers 3702 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 2 Working Pressure 180 lbs. per sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? no Belfast Office Report.
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? no
 PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval) Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—

As per attached list.The foregoing is a correct description,
For HARLAND & WOLFF, LTD.P. C. Green,
MANAGER FINNIESTON WORKS

Manufacturer.



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Lloyd's Register
Foundation

010835-010845-0347

1927 Nov. 9 Dec 28 (1928) Feb. 1-10-13-14-16-27 Mar 6-13-14-19-23

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 13

Dates of Examination of principal parts—Cylinders { 13-2-28 27-2-28 Slides 13-3-28 Covers { 13-2-28 27-2-28

Pistons 13-3-28 Piston Rods 13-3-28 Connecting rods 13-3-28

Crank shafts 6-3-28 Thrust shafts 19-3-28 Intermediate shafts ✓

Tube shaft ✓ Screw shafts 13-3-28 Propeller

Stern tubes 14-3-28 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 shafts material Steel Identification Mark 440705 2353 J.D.B. Thrust shafts material steel Identification Mark 635- 634 440705 440705 721 J.D.B. 721 J.D.B.

Intermediate shafts, material Identification Marks ✓ Tube shaft, material Identification Mark ✓

Screw shafts material steel Identification Mark 440705 2353 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 If so, state name of vessel T.S.S. "TIA JUANA"

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 Society's Rules. The material & workmanship are good. They have been shipped to Belfast & fitted in the vessel.

On completion of fitting out this Machinery will be eligible, in my opinion, to be classed in the Register Book with notation, L.M.C. (with date); C.L.

The amount of Entry Fee ... £ 3 : - : When applied for, 24/3/28.

Special ... £ 19 : 12/ : When received, 22-5-28

Donkey Boiler Fee ... £ - : - : 19

Travelling Expenses (if any) £ - : - : 19

J. D. Boyle
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 27 MAR 1928

Assigned Deferred

FRL 4 MAY 1928