

REPORT ON OIL ENGINE MACHINERY.

No. 28128^b

MAY -4 1939

Received at London Office

Date of writing Report 20-4-1939 When handed in at Local Office 19 Port of ROTTERDAM
No. in Survey held at ROTTERDAM Date, First Survey 18.3.38 Last Survey 17.4-1939
Reg. Book. Number of Visits 35

Single }
on the ~~Fun~~ } Screw vessel
Triple }
Quadruple }

CLAVELLA

Tons { Gross 8097
Net 4710

Built at ROTTERDAM By whom built ROTTERDAMSCHEDROOGD My. Yard No. 211 When built 1939.
Engines made at AMSTERDAM. By whom made WERKSPoor NV. Engine No. 746 When made 1939
Donkey Boilers made at ROTTERDAM. By whom made ROTTERDAMSCHEDROOGDOK My. Boiler No. 557 When made 1939
Brake Horse Power 3500 Owners PETROLEUM My. LA CORONA Port belonging to S GRAVENHAGE
Nom. Horse Power as per Rule 502 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES
Trade for which vessel is intended CARRYING PETROLEUM IN BULK.

IL ENGINES, &c.—Type of Engines WERKSPoor DIESEL SUPERCHARGED or 4 stroke cycle 4 Single or double acting SINGLE
PLEASE SEE AMSTERDAM REPORT

Maximum pressure in cylinders 700 Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Mean Indicated Pressure 110

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

rank Shaft, { Solid forged
Semi built dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
All built as fitted shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as fitted 470 MM Thrust Shaft, diameter at collars as fitted 460 MM
as fitted 470 MM

Tube Shaft, diameter as per Rule Screw Shaft, diameter as fitted 400 MM Is the shaft fitted with a continuous liner { Yes
as fitted 400 MM

Bronze Liners, thickness in way of bushes as per Rule 10 mm Thickness between bushes as fitted 15 mm Is the after end of the liner made watertight in the
as fitted 10 mm

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 ONE LENGTH

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
No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1690 MM

Propeller, dia. 15 Pitch 12 No. of blades 4 Material BRONZE whether Moveable No Total Developed Surface 72 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Thickness of cylinder liners Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material YES If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine FUNNEL

Cooling Water Pumps, No. 4 1 FOR CYLINDERS 1 FOR PISTONS Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 35 TONS Stroke Can one be overhauled while the other is at work YES

Pumps connected to the Main Bilge Line No. and Size TWO 2 35 TONS ONE 8 X 8 X 10 How driven MAIN ENGINE STEAM

Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
arrangements

Ballast Pumps, No. and size ONE 2 8 X 8 X 10 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size ONE 2 8 X 8 X 10

Are two independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces 3 2 3 1/2 1 2 6 1/4 1 2 5 FORWARD COFFORDAM 3 2 90 MM ONE 2 50 MM IN BETWEEN
MIDDLE & AFTER In Pump Room 2 2 80 MM

Holds, &c. LIN COFFORDAM FRAME 13, 14, 19, 20 & 4. 1 IN FOREHOLD ABOVE DECKTANK 50 MM. FORWARD COFFORDAM 3 2 90 MM. ONE 2 50 MM IN BETWEEN
DECK ABOVE PEAKTANK

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 2 5 1 2 6 1/4

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes YES Are the Bilge Suctions in the Machinery Spaces
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 platform 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

Do all pipes pass through the bunkers ONE COFFORDAM SUCTION How are they protected STEEL PIPES WITH VALVES TO FORWARD
AND AFT BULKHEAD CONTROLLED FROM DECK

Do all 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 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 MACH AFT Is it fitted with a watertight door worked from

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by ONE STEAM ENGINE

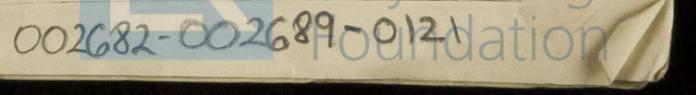
Auxiliary Air Compressors, No. No. of stages Diameters 104-206 Stroke 160 MM Driven by ONE TUSTON & HORNBY
MOTOR 190490

Is any special provision made for first Charging the Air Receivers STEAM ENGINE DRIVEN COMPRESSOR

Reversing Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule 95 MM No. ONE
as fitted 95 MM Position SB SIDE MAIN ENGINE ROOM

Have the Auxiliary Engines been constructed under special survey YES Is a report sent herewith AMSTERDAM REPORT N° 15520



002682-002689-0121

AIR RECEIVERS:—Have they been made under survey YES ✓ State No. of Report or Certificate AMSTERDAM No 612A

Is each receiver, which can be isolated, fitted with a safety valve as per Rule YES ✓
 Can the internal surfaces of the receivers be examined and cleaned YES ✓ Is a drain fitted at the lowest part of each receiver YES ✓

Injection Air Receivers, No. NONE ✓ Cubic capacity of each — Internal diameter — thickness —
 Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules — Actual —

Starting Air Receivers, No. 2 ✓ Total cubic capacity 800 cub ft Internal diameter — thickness —
 Seamless, lap welded or riveted longitudinal joint RIVETED Material S.M. STEEL Range of tensile strength 41-41 tons Working pressure by Rules — Actual 350 LBS

IS A DONKEY BOILER FITTED? YES ✓ If so, is a report now forwarded? YES ✓
 Is the donkey boiler intended to be used for domestic purposes only No ✓

PLANS. Are approved plans forwarded herewith for Shafting — Receivers — Separate Fuel Tanks —
 (If not, state date of approval) ALL FORWARDED BY AMSTERDAM SURVEYORS. Pumping Arrangements in Machinery Space —
 Donkey Boilers — General Pumping Arrangements —

Oil Fuel Burning Arrangements — **SPARE GEAR.**

Has the spare gear required by the Rules been supplied YES ✓
 State the principal additional spare gear supplied CAST IRON PROPELLER, SCREW SHAFT AND FURTHER AS PER OWNERS

SPECIFICATION.

The foregoing is a correct description,

[Signature]
 Director

Manufacturer.

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|--------------------------------|------------------------------------|------------|-------|------|-------|-------|---------|-------|-------|-------|------|---------|
| Dates of Survey while building | During progress of work in shops-- | 9/13 | 5/4 | 8/5 | 17/19 | 21/28 | 29/1938 | 10/14 | 31/7 | 14/21 | 28/9 | 14/1939 |
| | During erection on board vessel--- | 7/15 | 18/25 | 1/13 | 3/13 | 6/13 | 11/13 | 16/13 | 17/13 | 29/13 | 4/14 | 11/14 |
| Total No. of visits | | <u>35.</u> | | | | | | | | | | |

| | | | | | | | | | | |
|--|--|------------------------------------|--|--|---------------|----------------------|-----------------|---------|----------------------------|---------|
| Dates of Examination of principal parts— | | Cylinders | Covers | Pistons | Rods | Connecting rods | | | | |
| Crank shaft | — | — | — | — | — | — | | | | |
| Screw shaft | 28/11 | 2/12 | Propeller | 10-1-39 | Stern tube | 10-1-39 | Engine seatings | 11-3-39 | Engines holding down bolts | 21-8-39 |
| Completion of filling sea connections | 15-1-39 | Completion of pumping arrangements | 1-4-39 | Engines tried under working conditions | 13-4-39 | | | | | |
| Crank shaft, Material | — | Identification Mark | — | Flywheel shaft, Material | — | Identification Mark | — | | | |
| Thrust shaft, Material | — | Identification Mark | — | Intermediate shafts, Material | S.M. STEEL | Identification Marks | — | | | |
| Tube shaft, Material | — | Identification Mark | — | Screw shaft, Material | S.M. STEEL | Identification Mark | — | | | |
| Identification Marks on Air Receivers | No 2184 LLOYDS TEST 550 LBS WP. 350 LBS KK. 14-11-38 | | No 2185 LLOYDS TEST 550 LBS WP. 350 LBS KK. 14-11-38 | | SPARE No 4176 | | | | | |

Is the flash point of the oil to be used over 150° F. YES ✓
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with YES ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo OIL TANKER. If so, have the requirements of the Rules been complied with —
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with No.
 Is this machinery duplicate of a previous case YES ✓ If so, state name of vessel "CHAMA" & "CLAVSINA"

General Remarks (State quality of workmanship, opinions as to class, &c. THE MACHINERY HAS BEEN MADE AND FITTED IN ACCORDANCE TO THE SOCIETY'S RULES, APPROVED PLANS AND SECRETARY'S LETTERS. MATERIAL TESTED AS REQUIRED AND WORKMANSHIP GOOD. THE WHOLE HAS BEEN FOUND IN A GOOD WORKING AND MANOEUVRING CONDITION DURING A TRIAL TRIP ON THE NORTH SEA AND I AM OF OPINION THAT THIS VESSEL IS ELIGIBLE TO BE RECORDED IN THE SOCIETY REGISTER WITH * LMC 4-39. OIL ENG. CL

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|------------------------------|---|--------|-------------------|----------|
| The amount of Entry Fee | £ | — | When applied for, | 3.5.1939 |
| Special | £ | 400.00 | When received, | 5.6.1939 |
| Donkey Boiler Fee | £ | — | | |
| Travelling Expenses (if any) | £ | 30.00 | | |

[Signature]
 Master Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 10 MAY 1939
 Assigned Adm. 4.39 D.B.-1800
Cf. Oil Eng.



ROTTERDAM SURVEYORS

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