

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 28/286

MAY -4 1939

Received at London Office

Date of writing Report 20-4-1939 When handed in at Local Office

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 ~~Twin~~
Triple } Screw vessel
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 3300 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

Maximum pressure in cylinders 700 PLEASE SEE AMSTERDAM REPORT

Mean Indicated Pressure 110 Diameter of cylinders Length of stroke No. of cylinders No. of cranks

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

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

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

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

Bronze Liners, thickness in way of bushes as per Rule as fitted 10 mm Thickness between bushes as per Rule as fitted 15 mm 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 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

Shaft 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 35 TONS 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 TWEEN

Holds, &c. 1 IN 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 TWEEN 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

Do all pipes pass through the deep tanks Have they been tested as per Rule AND APT BULKHEAD CONTROLLED FROM DECK

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

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

In Air Compressors, No. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters 104-106 Stroke 160 MM Driven by ONE STEAM ENGINE

All Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by ONE TUSTON & HORNBY

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

Savenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted 95 MM No. ONE

Position SB SIDE MAIN ENGINE ROOM

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

002682-002689-0121

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Lloyd's Register
Foundation

AIR RECEIVERS:—Have they been made under survey

State No. of Report or Certificate **AMSTERDAM No 6124**

Rpt. 4b.

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 cu ft

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

RIVETED

Material

Range of tensile strength

41-41 1/2 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

(If not, state date of approval)

ALL FORWARDED BY AMSTERDAM SURVEYORS.

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

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,

Manufacturer.

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 1/3 6/13 11/13 16/17 29/3 4/14 13/1939

Total No. of visits

35

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

5-9-38

Tube shaft

Screw shaft

18/11 1/12

Propeller

10-1-39

Stern tube

10-1-39

Engine seatings

11-3-39

Engines holding down bolts

21-8-39

Completion of fitting sea connections

15-1-39

Completion of pumping arrangements

1-4-39

Engines tried under working conditions

15-4-39

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

L

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 & CLAUSINA

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

The amount of Entry Fee

£

1/3 Special

£

400.00

When applied for,

3.5.1939

Donkey Boiler Fee

£

Travelling Expenses (if any)

£

30.00

When received,

5.6.1939

Committee's Minute

Assigned

J. J. Ochoa

Surveyor to Lloyd's Register of Shipping.



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