

No 612A

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 15011

Received at London Office APR 13 1939

Date of writing Report 19 - When handed in at Local Office 10 Port of Amsterdam
No. in Survey held at Hengelo - Amsterdam Date, First Survey 8 Sept 38 Last Survey 25 March 1939
Reg. Book. Number of Visits 44

on the ^{Single} ~~Triple~~ ~~Quadruple~~ Screw vessel "CLAVELLA" Tons ^{Gross} _{Net}

Built at Rotterdam By whom built N.V. Rott dry dock C⁴ Yard No. 211 When built 1939
Engines made at Hengelo - Amsterdam By whom made N.V. Werkspoor Engine No. 746 When made 1939

Donkey Boilers made at Amsterdam By whom made N.V. Werkspoor Boiler No. When made
Brake Horse Power 3300 Owners PETROLEUM M_y LA CORONA Port belonging to GRAVENHAGE

Nom. Horse Power as per Rule 500 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted YES
Trade for which vessel is intended 25 1/16 55 1/8

TYPE OF ENGINES, &c. Type of Engines Werkspoor's Diesel engine 2 or 4 stroke cycle 4 Single or double acting single
Maximum pressure in cylinders 700 LBS Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 8 No. of cranks 8
Mean Indicated Pressure 110 LBS

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm Is there a bearing between each crank Yes
Revolutions per minute 110 Flywheel dia. 2260 mm Weight 6000 kg Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, ^{Solid forged} ~~Semi built~~ ~~All built~~ dia. of journals as per Rule approved as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm Thickness parallel to axis -
Mid. length thickness 290 mm shrunk Thickness around eye-hole

Flywheel Shaft, diameter as per Rule approved as fitted 460 mm Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule approved as fitted 460 mm

Stern Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

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

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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Method of reversing Engines an engine Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication forced
Thickness of cylinder liners 5.5 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Lagger

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
Cooling Water Pumps, No. 3 Salt 2 fresh water Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge Pumps worked from the Main Engines, No. 2 Rotary 35 hp each Diameter Stroke Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size How driven
Is the cooling water led to the bilges 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 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge pumps, No. and size: - In Machinery Spaces In Pump Room

Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 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
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 platform 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
How are they protected
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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

Is the wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
Main Air Compressors, No. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Are all Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Is provision made for first Charging the Air Receivers
Supercharge Bottom of each cyl Diameter 650 mm Stroke 1400 mm Driven by Main engine

Auxiliary Engines crank shafts, diameter as per Rule approved as fitted 95 mm No. 8708 Position
Are the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Amseport 15 21

350 LBS

OWNERS

rods

21.3.3

13.4.3

LLOYDS
CV. 4174
N.V.H. 5.9.38
LLOYDS
CV. N^o 4175
J.S. 2.11.38
N^o 4176

NA

MADE AND
TAR

BEEN FOUND

NORTH SEA

THE SOCIETY

ster of Shipping



002682-002689-0122

AIR RECEIVERS:—Have they been made under survey Yes State No. of Report or Certificate C. 12271
 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. _____ Cubic capacity of each _____ Internal diameter _____ thickness _____
 Seamless, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____
Starting Air Receivers, No. 2 Total cubic capacity 800 cub feet Internal diameter 1495 mm thickness 21 mm
 Seamless, lap welded or riveted longitudinal joint none Material SMS Range of tensile strength 30/34 mm Working pressure by Rules approved Actual 350485

IS A DONKEY BOILER FITTED? If so, is a report now forwarded? _____
 Is the donkey boiler intended to be used for domestic purposes only _____

PLANS. Are approved plans forwarded herewith for Shafting 28-1-37 Receivers E.P. 1-37 Separate Fuel Tanks _____
 (If not, state date of approval) 28-4-37
 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 _____
 State the principal additional spare gear supplied _____

The foregoing is a correct description,
Schuppert **WERKSPOR N.V.** Manufacturer.

Dates of Survey while building: During progress of work in shops—1938: Sept 8-22, 28, Oct 4-11-27, Nov 17-24, Dec 1-8-12-13-15-19-20-23, 28-30
 1939 Jan 2-5-6-13-16-20-26, Feb 2-4-9-13-14-18-23-25-27, March 1-2-6-10-13-14
 During erection on board vessel—
 Total No. of visits 15-15 Feb
 Dates of Examination of principal parts—Cylinders 24-26 Nov Covers 13-15 Feb Pistons 9-14 Feb 10-13 March Rods 14 Feb 13 March Connecting rods 14 Feb 13
 Crank shaft 13 Feb / 1 March Flywheel shaft 13 Feb Thrust shaft 9 Nov / 1 March Intermediate shafts _____ Tube shaft _____
 Screw shaft _____ Propeller _____ Stern tube _____ Engine seatings _____ Engines holding down bolts _____
 Completion of fitting sea connections _____ Completion of pumping arrangements _____ Engines tried under working conditions _____
 Crank shaft, Material SMS Identification Mark 05027 Flywheel shaft, Material SMS Identification Mark 7119
 Thrust shaft, Material SMS Identification Mark 5.4 Intermediate shafts, Material _____ Identification Marks _____
 Tube shaft, Material SMS Identification Mark 2155 Screw shaft, Material _____ Identification Mark _____
 Identification Marks on Air Receivers
No 2184-2185
Lloyd's
550485
W.P. 350485
K.K. 24-11-38

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 ✓
 Is this machinery duplicate of a previous case Yes If so, state name of vessel M.V. CHAMA tons up 15486

General Remarks (State quality of workmanship, opinions as to class, &c.)
The engine has been constructed under special survey in accordance with the approved plans, Secretary's letters & Society's rules. Workmanship throughout good.
The engine has been shipped to Rotterdam and will be fitted at Messrs Rotterdam Drydock & Yard No 211.

A copy of this report has been forwarded to the Rotterdam Surveyors

The amount of Entry Fee £ 72 - : When applied for, _____
 Special £ 23 : 12-4-1939
 Donkey Boiler Fee _____ : _____
 Travelling Expenses (if any) £ 67.75 : _____
 Committee's Minute _____
 Assigned _____
 TUE. 16 MAY 1939
Sec Rot. J.C. 28128
W. J. M. van der Hoff
 Engineer Surveyor to Lloyd's Register of Shipping

