

No 612A

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 15 011

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 502 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted YES
Trade for which vessel is intended 25 1/2 55 1/8

TYPE 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 as per Rule approved
Semi built dia. of journals as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm Thickness parallel to axis -
All built as fitted 460 mm Mid. length thickness 290 mm Thickness around eye hole -
Flywheel Shaft, diameter as per Rule approved Intermediate Shafts, diameter as per Rule approved Thrust Shaft, diameter at collars as per Rule approved
as fitted 460 mm as fitted 460 mm as fitted 460 mm
Tube Shaft, diameter as per Rule approved Screw Shaft, diameter as per Rule approved Is the tube screw shaft fitted with a continuous liner -
as fitted as fitted as fitted

Bronze Liners, thickness in way of bushes as per Rule approved Thickness between bushes as per Rule approved Is the after end of the liner made watertight in the
as fitted as fitted as fitted
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
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 Lagged 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 horse 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
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
Are pipes pass through the bunkers Have they been tested as per Rule
Are pipes pass through the deep tanks

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
apartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

Is the 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 Stroke Driven by
All Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

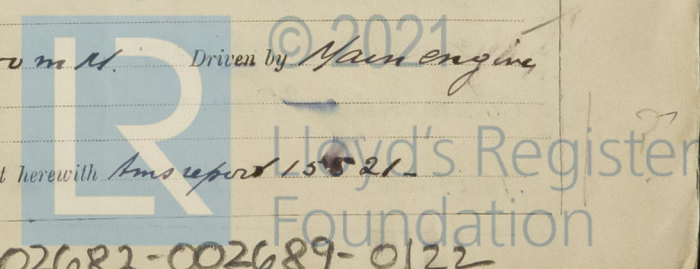
Is provision made for first Charging the Air Receivers
Supercharging Air Pumps, No. Bottom of each cyl Diameter 650 mm Stroke 1400 mm Driven by Main engine
Auxiliary Engines crank shafts, diameter as per Rule approved No. 8708 Position
as fitted 95 mm Is a report sent herewith Amsterdam 15 5 21

440 YDS
CV. 4174
AVH. 5.9.38
440 YDS
CV. 4175
J.S. 1.11.38
No 4176

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AIR RECEIVERS:—Have they been made under survey

State No. of Report or Certificate

C. 12. 27

Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

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

Actual

Starting Air Receivers, No.

2

Total cubic capacity

800 cub feet

Internal diameter

14 9 5 mm

thickness

2 1 mm

Seamless, lap welded or riveted longitudinal joint

Material

SMS

Range of tensile strength

30/34 mm

Working pressure

by Rules

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 Shafing

(If not, state date of approval)

Receivers E/P. 1-37

Separate Fuel Tanks

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,

WERKSPOR N.V.

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits

Dates of Examination of principal parts—Cylinders 24-26 Nov Covers 13-15 Feb Pistons 9-14 Feb 10-13 Nov Rods 14 Feb 13 Mar Connecting rods 14 Feb 13 Mar

Crank shaft 13 Feb 1 Mar Flywheel shaft 13 Feb Thrust shaft 9 Nov 1 Mar Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine sealings 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 11-11-38 Intermediate shafts, Material Identification Marks

Tube shaft, Material SMS Identification Mark 2135 Screw shaft, Material Identification Mark

Identification Marks on Air Receivers

Nº 21 84-2185

W.P. 350485

K.K. 24-11-38

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

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

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 CH Yard Nº 211.

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

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

Committee's Minute

Assigned

When applied for,

When received,

TUE. 16 MAY 1939

Sec Rot. F.E. 28128

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Lloyd's Register

Foundation