

REPORT ON OIL ENGINE MACHINERY.

No. 271076

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Date of writing Report 15-7-1938 When handed in at Local Office

Port of Rotterdam

No. in Survey held at
Reg. Book.

Flushing

Date, First Survey 30-12-37 Last Survey 14-7-1938

Number of Visits 25

Single
Twin
Triple
Quadruple

Screw vessel

MV "CLEODORA"

Tons { Gross 7236
Net 4724

Built at Flushing By whom built Hon Mr. De Schelde Yard No. 106 When built 1938

Engines made at Amsterdam By whom made Werkspoor Engine No. 701 When made 1938

Donkey Boilers made at Flushing By whom made Hon Mr. De Schelde Boiler No. 1041 When made 1937

Brake Horse Power 3300 Owners N.V. Petroleum Maats. "La Corona" Port belonging to S. Gravenhage

Nom. Horse Power as per Rule 501 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Ocean trade Petroleum in bulk

OIL ENGINES, &c.—Type of Engines Werkspoor Diesel solid injection 2 or 4 stroke cycle 4 Single ~~double~~ acting

Maximum pressure in cylinders

Mean Indicated Pressure

Diameter of cylinders 150 mm Length of stroke 150 mm No. of cylinders 4 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

Is there a bearing between each crank

Revolutions per minute 120

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Crank
Shaft,Solid forged
Semi built
All built

dia. of journals

as per Rule
as fitted

Crank pin dia.

as per Rule
as fitted

Crank Webs

Mid. length breadth
Mid. length thickness

shrunken

Thickness parallel to axis
Thickness around eye-hole

Flywheel Shaft, diameter

as per Rule
as fitted

Intermediate Shafts, diameter

as per Rule
as fitted

470 mm

470 mm

Thrust Shaft, diameter at collars

as per Rule
as fitted

460 mm

460 mm

Tube Shaft, diameter

as per Rule
as fitted

Screw Shaft, diameter

as per Rule
as fitted

400 mm

400 mm

Is the

screw

shaft fitted with a continuous liner

Yes

Yes

Bronze Liners, thickness in way of bushes

as per Rule
as fitted

20 mm

20 mm

Thickness between bushes

as per Rule
as fitted

15 mm

15 mm

Is the after end of the liner made watertight in the

propeller boss

Yes

Yes

One length

Yes

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 No If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 1690 mm

Propeller, dia. 15'0" Pitch 12'0" 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

Forged Thickness of cylinder liners

Are the cylinders fitted with safety valves

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. 4 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 Diameter 35 tons Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size Five à 35 tons Stroke One à 8'8'10"

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 à 8'8'10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One à 35 tons Stroke One à 8'8'10"

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 3 à 3 1/2" 1 à 5"

In Pump Room 1 à 3 1/2"

In Holds, &c. In Cofferdam space 23-24-25-26-27-28-29-30 One à 4'2" 1 in forehold above deep tank à 10 mm forward of forepeak

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 à 5"

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Are the Bilge Suctions in the Machinery Spaces

led 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

What pipes pass through the bunkers One cofferdam suction

How are they protected Hel pipes with valve to forepeak and after bulkhead connected from deck

What 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

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

If a 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. 2

No. of stages

Diameters 206 x (106 + 104)

Stroke 160 mm

Driven by One steam engine

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

What provision is made for first Charging the Air Receivers Steam driven compressor

Scavenging Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

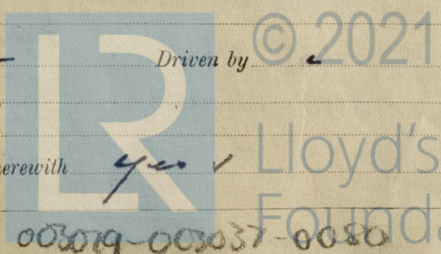
as fitted

No.

Position

Have the Auxiliary Engines been constructed under special survey

Is a report sent herewith



00009-00037-0080

