

Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 15301

Received at London Office

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

Port of Amsterdam

No. in Survey held at Amsterdam

Date, First Survey 15 June Last Survey 8 June 1938

Reg. Book.

Number of Visits 15

Single  
Twin  
Triple  
Quadruple

Screw vessel

M.V. "CLEODORA"

Tons { Gross 7236  
Net 4724Built at Flushing By whom built Kon M<sup>r</sup> de Schelde Yard No. 206 When built 1930

Engines made at Amsterdam By whom made N.V. Werkspoor Engine No. 702 When made 1930

Donkey Boilers made at By whom made Boiler No. When made

Brake Horse Power 3300 Owners Port belonging to

Nom. Horse Power as per Rule 502 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended Ocean trade 2576 558

OIL ENGINES, &amp;c.—Type of Engines Airless injection Supercharged 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 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 Solid magneto Kind of fuel used Diesel oil

Crank Shaft, { Solid forged  
Semi built dia. of journals as per Rule approved Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm shrunk Thickness parallel to axis  
All built as fitted 460 mm Mid. length thickness 290 mm Thickness around eye holeFlywheel Shaft, diameter as per Rule approved Intermediate Shafts, diameter as per Rule approved Thrust Shaft, diameter at collars as per Rule approved  
as fitted 500/340 mm as fitted 470 mm as fitted 460 mmTube Shaft, diameter as per Rule approved Screw Shaft, diameter as per Rule approved Is the tube shaft fitted with a continuous liner { Yes  
as fitted as fitted 400 mmBronze 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 20.5 mm as fitted 15 mm

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. 4575 mm Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

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

forced Thickness of cylinder liners 55 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 funnel

Cooling Water Pumps, No. 3 Salt &amp; fresh water 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 Rotary 35 ton each Diameter Stroke Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size 2 rotary 35 ton each 1 duplex 8" x 8" x 10"  
How driven gear driven main engine Steam 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 120 long 40 ton/hour 1 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 In Pump Room

In Holds, &amp;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

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 How are they protected

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

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 2 Diameters 206-184 mm Stroke 160 mm Driven by Steam engine

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

What provision is made for first Charging the Air Receivers Air compressor driven by steam engine

Scavenging Air Pumps, No. Bottom end each cyl Diameter 650 mm Stroke 1400 mm Driven by main engine

Auxiliary Engines crank shafts, diameter as per Rule approved No. 2 Position

as fitted 110 mm M. Crombier 6" Ruston &amp; Hornby Is a report sent herewith

Have the Auxiliary Engines been constructed under special survey

003024-003037-0081

© 2021

Lloyd's Register  
Foundation



AIR RECEIVERS:—Have they been made under survey *yes* ✓ State No. of Report or Certificate *4442-4443*  
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 *✓* Actual *✓*  
Starting Air Receivers, No. *2* ✓ Total cubic capacity *Don't Cub feet* Internal diameter *1495 mm* thickness *21 mm* ✓  
Seamless, lap welded or riveted longitudinal joint *welded* Material *SMS* Range of tensile strength *20/34 ton* Working pressure by Rules *approved* Actual *350 lbs* ✓

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 *E 20-1-37* Receivers *E 25-11-37* Separate Fuel Tanks  
(If not, state date of approval) *25-4-37*  
Donkey Boilers General Pumping Arrangements Pumping Arrangements in Machinery Space *E 20-4-37*  
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. *Mr. H. J. van der Meer* 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 *17 Dec 5 May* Covers *1-4 April* Pistons *11-26 April* Rods *11-26 April* Connecting rods *20-31 May*  
Crank shaft *26-28 April* Flywheel shaft *26-28 April* Thrust shaft *10 March 20 April* Intermediate shafts *Schelde* Tube shaft *✓*  
Screw shaft *Schelde* Propeller *Schelde* Stern tube *Schelde* 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 *4740-4749* Flywheel shaft, Material *SMS* Identification Mark *9005*  
Thrust shaft, Material *SMS* Identification Mark *4144-30* Intermediate shafts, Material Identification Marks *Schelde*  
Tube shaft, Material *✓* Identification Mark *4585* Screw shaft, Material Identification Mark *Schelde*  
Identification Marks on Air Receivers *4442-4443*  
*Keijzer's Ltd 550485*  
*W P 350485*  
*H P B 2-2-30*

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  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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. CARELIA No 152936*  
General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery have been constructed under special survey to approved plan  
Secretary's letters and in accordance with the Society's rules  
Material duly tested, Workmanship good  
The engine has been shipped to Flushing and will be placed  
aboard Kon Maats De Schelde's Yard No 206.

The amount of Entry Fee *72* : When applied for, *17-6-1938*  
Special *45 fee* :  
Donkey Boiler Fee *100* : When received, *1-7-1938*  
Travelling Expenses (if any) *13.50*  
Committee's Minute  
Assigned  
See Rot. 76-27107  
FRI 29 JUL 1938  
Engineer Surveyor to Lloyd's Register of Shipping.  
© 2021 Lloyd's Register Foundation