

## REPORT ON OIL ENGINE MACHINERY.

No. 4491

8 - MAR 1948

Received at London Office

Date of writing Report 21 Jan. 1948 When handed in at Local Office

Port of Lisbon

No. in Survey held at  
Reg. Book.

ALFEITE

Date, First Survey 6 Nov. 1946 Last Survey 19 Jan. 1948

Number of Visits 22

12485 on the <sup>Single</sup> ~~Triple~~ ~~Quadruple~~ Screw vessel

SAMEIRO

Tons Gross 7.416  
Net 4.339

Built at ALFEITE

By whom built ARSENAL DO ALFEITE

Yard No. 15 When built 1948

Engines made at COPENHAGEN

By whom made BURMEISTER &amp; WAIN

Engine No. 3624 When made 1943

Boilers made at COPENHAGEN

By whom made BURMEISTER &amp; WAIN

Boiler No. { 704  
705  
707 } When made 1947

Horse Power 4400

Owners CIA. COLONIAL DE NAVEGAÇÃO

Port belonging to LISBON

Horse Power as per Rule 1935

Is Refrigerating Machinery fitted for cargo purposes NO

Is Electric Light fitted YES

Trade for which vessel is intended CARRYING PETROLEUM IN BULK.

Type of Engines 962 V.F. DIESEL, TRUNK PISTON, SOLID INJECT. 2 or 4 stroke cycle 2 Single or double acting SINGLE

Maximum pressure in cylinders 49 Kg/cm<sup>2</sup> Diameter of cylinders 620 mm Length of stroke 1150 mm No. of cylinders 9 No. of cranks 9Indicated Pressure 6.5 Kg/cm<sup>2</sup> Is there a bearing between each crank YESRevolutions per minute 120 Flywheel dia. 4200 Kg/m<sup>2</sup> Weights G.D.: 11500 Kg/m<sup>2</sup> Kind of fuel used HEAVY OILCrank shaft, { Solid forged  
Semi built  
All built } dia. of journals as per Rule 415 mm as fitted 435 mm Crank pin dia. 435 mm Crank Webs Mid. length breadth 1020 mm Thickness parallel to axis 270 mm

Mid. length thickness 220-230 mm Thickness around eye-hole 257.5 mm

Wheel Shaft, diameter as per Rule 340 mm as fitted 350 mm Thrust Shaft, diameter at collars as per Rule 357 mm as fitted 400 mm

Screw Shaft, diameter as per Rule 389.5 mm as fitted 405 mm Is the after end of the liner made watertight in the

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**AIR RECEIVERS:** — Have they been made under survey **YES** State No. of Report or Certificate  
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.** 1 Total cubic capacity 14 m<sup>3</sup> Internal diameter 1830-1782 mm thickness 24% 8303  
Seamless, lap welded or riveted longitudinal joint **RIVETED** Material **S.M. STEEL** Range of tensile strength 47.5-55 Kg/mm<sup>2</sup> Working pressure by Rules 25.5 ATM Actual 25 ATM

**IS A DONKEY BOILER FITTED?** 2 **OIL FIRED SCOTCH** If so, is a report now forwarded? **NO**  
Is the donkey boiler intended to be used for domestic purposes only **NO**  
**PLANS.** Are approved plans forwarded herewith for Shafting **APPROVED LONDON** 12-11-45 Receivers 12-11-45 Separate Fuel Tanks 12-11-45  
(If not, state date of approval)  
Donkey Boilers General Pumping Arrangements 12-11-45 Pumping Arrangements in Machinery Space 10-7-46  
Oil Fuel Burning Arrangements 2-9-46

#### SPARE GEAR.

Has the spare gear required by the Rules been supplied **YES**  
State the principal additional spare gear supplied

The foregoing is a correct description, referring to the notation made in General Remarks.

Manufactured by *Josephine Farnham & Co.*

Dates of Survey while building  
During progress of work in shops --  
During erection on board vessel -- FROM 6-11-46 TO 19-1-48  
Total No. of visits 22

Dates of Examination of principal parts—Cylinders 9-12-46 Covers 9-12-46 Pistons 9-12-46 Rods 9-12-46 Connecting rods 9-12-46  
Crank shaft 9-12-46 Flywheel shaft — Thrust shaft 18-1-47 Intermediate shafts 18-1-47 Tube shaft —  
Screw shaft 3-2-47 Propeller 3-2-47 Stern tube 3-2-47 Engine seatings 12-8-46 Engines holding down bolts 14-3-47  
Completion of fitting sea connections 28-8-46 Completion of pumping arrangements 14-1-48 Engines tried under working conditions 19-1-48  
Crank shaft, Material **S.M. STEEL** Identification Mark **LLOYDS N° 5926-7** Flywheel shaft, Material — Identification Mark —  
Thrust shaft, Material **S.M. STEEL** Identification Mark **LLOYDS N° 5939** Intermediate shafts, Material **S.M. STEEL** Identification Marks **CK 16-6-4**  
**CONN. RODS** Identification Mark **LS 25-5-43** Identification Marks **LLOYDS N° 5937-8** Identification Marks **CK 16-6-4**  
Tube shaft, Material **S.M. STEEL** Identification Mark **LS 25-5-43** Screw shaft, Material **S.M. STEEL** Identification Mark **CK 16-6-4**  
Identification Marks on Air Receivers **LLOYDS TEST**  
**41 ATM.**  
**WP 25 ATM.**  
**4 29-7-43**

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**  
Description of fire extinguishing apparatus fitted **STEAM SPRAYS IN BR**  
**1-20 GAL. FOAMITE MACHINE IN BR, 4-10 GAL. MACHINES IN ER, 4-2 GAL. THROUGHOUT**  
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 **No** If so, state name of vessel —

**General Remarks** (State quality of workmanship, opinions as to class, &c. This machinery has now been satisfactorily fitted on board in accordance with the approved plans, the Secretary's letters and the Society's Rules. The materials and workmanship are good. The requirements of Sec. 20 of the Rules, where applicable, have been carried out regarding the O.F. burning arrangements, the donkey boilers. The safety valves of the 3 donkey boilers have been adjusted under shed to 180 lb. and accumulation tests on each boiler found satisfactory. The Machinery of this vessel is eligible to be classed with records of **LMC 1.48** and **TS. OG. 1.48**

The amount of Entry Fee **£ 10,500 \$ 100** When applied for, **3 Feb. 1948**  
Special ... ..  
Donkey Boiler Fee ... ..  
Travelling Expenses (if any) ... ..  
When received, **4 Feb. 1948**

Committee's Minute

Assigned

**+ LMC 1.48 Oil Eng.**

**O.G. E made 1943 fitted 1948**  
**3. DB 180b.**

**John Austin**

Engineer Surveyor to Lloyd's Register of Shipping

**for self + M. Dixon**

**Lloyd's Register Foundation**