

REPORT ON OIL ENGINE MACHINERY.

No. 20869

25 JAN 1932

Received at London Office

Date of writing Report 19-1-1932 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Schiedam

Date, First Survey 8-12-30

Last Survey 12-1-1932

Reg. Book.

Number of Visits 34

on the ^{Single}
~~Twin~~
~~Triple~~
~~Quadruple~~ Screw vessel

"MALVINA"

Tons ^{Gross}
_{Net}

Built at Rotterdam

By whom built Mr. Tijndord

Yard No. 320 When built 1931

Engines made at Amsterdam

By whom made N. V. Westendorp

Engine No. When made 1931

Key Boilers made at Rotterdam

By whom made Mr. Tijndord

Boiler No. 404/108 When made 1931

Indicated Horse Power 2 x 2000

Owners Petroleum My. La Corona

Port belonging to's Greenhage.

Indicated Horse Power as per Rule 114

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted Yes

Vessel for which vessel is intended

ENGINES, &c.—Type of Engines see Amsterdam report. 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Position of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole

Wheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

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

Cylinder 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

Cylinder boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length

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 1400 mm

Propeller, dia. 4050 mm Pitch 3150 mm No. of blades 3 Material bronze whether Moveable no Total Developed Surface 53 sq. feet

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

Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Suction Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Suction Pumps worked from the Main Engines, No. 2 Diameter 150 mm Stroke 254 mm Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size 2 bilge and 2 ballast pumps How driven by main engines, steam driven

Ballast Pumps, No. and size 2 x 8" x 0" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size

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 6 x 3 1/2" In Pump Room F. 1 x 2 1/2"

Holds, &c. 3 x 2 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 x 5" - 1 x 6 1/2"

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

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks valves

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line above

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

Do all pipes pass through the bunkers suction ballast pump to after collection are they protected Solid drawn steel pipes controller from deck

Do all pipes pass through the deep tanks none 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 Yes

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 Yes Is the Shaft Tunnel watertight Eng. aft. Is it fitted with a watertight door worked from

If the vessel is 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. 2 No. of stages 3 Diameters 520-440-120 mm Stroke 450 mm Driven by main engine

Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters 10 3/4-11 1/2-5 Stroke 12" Driven by steam eng.

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

Suctioning Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted appx. see Amsterdam report. No. 1 steam and 1 motor dynamo

Position in E.R. shafting from aft.

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

Are the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. 2 Cubic capacity of each 400 L Internal diameter 450 mm thickness 21 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material S.M. steel Range of tensile strength 50-56 kg Working pressure by Rules 1425 kg

Actual 1000 kg

Working Air Receivers, No. 4 Total cubic capacity 1400 cub. ft Internal diameter 1395 mm thickness 20 mm

Seamless, lap welded or riveted longitudinal joint riveted Material S.M. steel Range of tensile strength 29 1/4-34 Working pressure by Rules 365 kg

Actual 350 kg

IS A DONKEY BOILER FITTED?

Yes, two.

If so, is a report now forwarded?

Yes.

Is the donkey boiler intended to be used for domestic purposes only

no.

PLANS:

Are approved plans forwarded herewith for Shafting
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

12-11-30.

General Pumping Arrangements

11-2-31.

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes.

State the principal additional spare gear supplied

List attached Amsterdam Report.

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building

During progress of work in shops --
During erection on board vessel --
Total No. of visits

12-30-17-24-31

6-25-20-21-27-31

5-7-0-11-12-20-23-29

3-10-10-19

21-2

4-6-0-12-14-24

4-0-15-17-23

0-9-10-11-14

2-12-32-12-32

16-

39.

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

9-3-31 Tube shaft

Screw shaft

20-2-31

Propeller

29-5-31

Stern tube

8-5-31

Engine seatings

21-7-31

Engines holding down bolts

12-0-31

Completion of fitting sea connections

0-5-31

Completion of pumping arrangements

3-6-31

Engines tried under working conditions

12-1-31

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

SM, steel

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

SM, steel

Identification Mark

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

Macuba, Murena etc.

General Remarks

(State quality of workmanship, opinions as to class, &c.)

The machinery has been fitted in accordance with the Society's Rules, approved plans and Secretary's letters. Workmanship good. The whole machinery has been tested during a trial trip on the North Sea and were found working and manufacturing satisfactorily and in my opinion eligible for the record of Lloyd's + L.M.C. 1-32. C.L.

The amount of Entry Fee

£

When applied for,

Special

£

256.00

19

Donkey Boiler Fee

£

200.00

When received,

Travelling Expenses (if any)

£

42.50

26.2-1932

Committee's Minute

Assigned

+ L.M.C. 1.32

C.L.

2015.150lb.

Certificate (if required) to be sent to

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation