

REPORT ON OIL ENGINE MACHINERY.

No. 21164

Received at London Office

-8 JUN 1934

Date of writing Report

24th May 1934

When handed in at Local Office

10

Port of

HAMBURG

No. in Survey held at

NEMEL + HAMBURG

Date, First Survey

9th Dec. 1930

Last Survey

10th May 1934

Reg. Book.

Number of Visits

8

Single
on the
Twin
Triple
Quadruple

Screw vessel

"CARIPITENO"

Tons { Gross 475
Net 225

Built at

NEMEL

By whom built

SCHIFFSWERFT NEMEL LINDENAU

Yard No.

53

When built

decided in London

Engines made at

WINTERHUR

By whom made

MESSRS SULZER BROS.

Engine No.

10973

When made

1930

Boilers made at

By whom made

Boiler No.

When made

Indicated Horse Power

600

Owners

STANDARD OIL CO OF VENEZUELA

Port belonging to

CRISTOBAL COLON

Nom. Horse Power as per Rule

212

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which vessel is intended

COASTING SERVICE

ENGINES, &c.—Type of Engines

Sulzer Sinter Inj. Oil Engine

2 or 4 stroke cycle

2

Single or double acting

single

Maximum pressure in cylinders

600 lb. sq. in.

Diameter of cylinders

360 in.

Length of stroke

460 in.

No. of cylinders

6

No. of cranks

6

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

386 in.

Is there a bearing between each crank

yes

Revolutions per minute

300

Flywheel dia.

1100 in.

Weight

440 tons

Means of ignition

Temperature rise

Kind of fuel used

heavy fuel oil

Crank Shaft, dia. of journals

as per Rule

191.3 in.

Crank pin dia.

200 in.

Crank Webs

Mid. length breadth

300 in.

Thickened parallel to axis

shrunk

Thickened around eyehole

-

Flywheel Shaft, diameter

as per Rule

191.3 in.

Intermediate Shafts, diameter

as per Rule

120 in.

Thrust Shaft, diameter at collars

as per Rule

191.3 in.

as fitted

220 in.

Screw Shaft, diameter

as per Rule

-

Screw Shaft, diameter

as per Rule

150 in.

Is the

screw

shaft fitted with a continuous liner

no

Bronze Liners, thickness in way of bushes

as per Rule

15 in.

Thickness between bushes

as fitted

-

Is the after end of the liner made watertight in the

-

Propeller boss

yes

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

-

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

no

Is an approved Oil Gland or other appliance fitted at the after end of the tube

-

Propeller, dia.

1900 in.

Pitch

1580 in.

No. of blades

3

Material

brass

Whether Moveable

no

Total Developed Surface

1.2 m²

Method of reversing Engines

direct

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

yes

Means of lubrication

Lubricated

Thickness of cylinder liners

32 in.

Are the cylinders fitted with safety valves

yes

Are the exhaust pipes and silencers water cooled or lagged with

-

Conducting material

yes

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

found

Cooling Water Pumps, No.

2

12.5

95

160 in. stroke

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.

1

0.5

Diameter

95 in.

Stroke

160 in.

Can one be overhauled while the other is at work

-

Pumps connected to the Main Bilge Line

No. and size

2

12.5

95

160 in. stroke

How driven

main engine

An additional pump

electrical

15 gal. per hour

for emergency

Cool. W. P.

Ballast Pumps, No. and size

1

rotary type

20 tons per hour

Lubricating Oil Pumps, including Spare Pump, No. and size

1

rotary type

20 tons per hour

for emergency

Cool. W. P.

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

2

of 64 in. inside diam.

(1 is separate independent direct suction)

Holds, &c.

1 of 64 in.

2 of 49 in.

Off ship

2 of 49 in.

1 of 64 in. inside diam.

1 of 49 in. inside diam.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

1

of 64 in. inside diam.

Are the Bilge Suctions in the Machinery Spaces

yes

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

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

What pipes pass through the bunkers

none

How are they protected

-

(hot rock is blanked off)

What pipes pass through the deep tanks

none

Have they been tested as per Rule

yes

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

-

Is the Shaft Tunnel watertight

yes

Is it fitted with a watertight door

no

hunk from deck

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.

1

No. of stages

2

Diameters

130/120 in.

Stroke

180 in.

Driven by

crankshaft

Auxiliary Air Compressors, No.

1

No. of stages

2

Diameters

180/70 in.

Stroke

160 in.

Driven by

diesel engine

Small Auxiliary Air Compressors, No.

1

No. of stages

2

Diameters

110/45 in.

Stroke

70 in.

Driven by

hand

Exhausting Air Pumps, No.

under side of working piston

Diameter

360 in.

Stroke

460 in.

Driven by

Crankshaft

Auxiliary Engines crank shafts, diameter

as per Rule

80 in.

as fitted

77.6 in.

-

72 in.

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

yes

What means are provided for cleaning their inner surfaces

-

Is there a drain arrangement fitted at the lowest part of each receiver

yes

Is there a drain arrangement fitted at the lowest part of each receiver

-

High Pressure Air Receivers, No.

2

Cubic capacity of each

-

Internal diameter

-

Thickness

-

Seamless, lap welded or riveted longitudinal joint

-

Material

-

Range of tensile strength

-

Working pressure by Rules

-

Starting Air Receivers, No.

5

Total cubic capacity

2500 liters

Internal diameter

470 in.

Thickness

15 in.

Seamless, lap welded or riveted longitudinal joint

-

Material

-

Range of tensile strength

-

Working pressure by Rules

-

005529-005536-0114

005529-005536-0114

Heating boiler removed 5.25' Coo Rept 955.

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

25/1/30-19/2/30-21/2/30 Receivers 17/4/30

Separate Tanks

Donkey Boilers

General Pumping Arrangements 8/10/30

Oil Fuel Burning Arrangements 3/3/31

SPARE GEAR

Plan see attached List of Spare Gear.

The foregoing is a correct description,

Manufacturer.

During progress of work in shops--
Dates of Survey while building
During erection on board vessel--
Total No. of visits during erection 8
Piston Report No 106 - dated 2nd Aug. 1930
Mould 9/12/30-29/1/31-5/5/31-8/10/31 Launching 16/7/18/19/5/34.
Piston Report No 106
Dates of Examination of principal parts--Cylinders
Crank shaft Flywheel shaft Thrust shaft 8th Aug. 30 Intermediate shafts 16/5/34 - Tube shaft
Screw shaft 17/5/34 Propeller 17/5-18/5/34 Stern tube 17/5/34 Engine seatings 16/5-17/5/34 Engines holding down bolts 17/5/34
Completion of fitting sea connections 17/5/34 Completion of pumping arrangements 18/5/34 Engines tried under working conditions 19/5/34
Crank shaft, Material S.M. Steel Identification Mark Lloyds 3659-41/4/30 Flywheel shaft, Material See Crankshaft Identification Mark See crankshaft
Thrust shaft, Material See Crankshaft Identification Mark See Crankshaft Intermediate shafts, Material S.M. Steel Identification Marks M.K. 30.7.3
Tube shaft, Material Identification Mark Screw shaft, Material S.M. Steel Identification Mark M.K. 26.8.3

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

no

If so, have the requirements of the Rules 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 constructed under Special Survey has been fitted on board in accordance with the approved plans, the Secretary's letter and otherwise in compliance with the requirements of the Rules. It has been tested under full working and manoeuvring conditions with satisfactory results and is eligible in my opinion for notation
= LMC - 534 Oil Eng.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

Committee's Minute

Assigned

When applied for,

When received

FRI. 12 JUL 1935

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Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation