

REPORT ON OIL ENGINE MACHINERY.

No.

1 MAR 1926

Received at London Office

Reporting Report *25th Feb* 1926 When handed in at Local Office *25th Feb* 1926 Port of *BARCELONA*
 Survey held at *TARRAGONA* Date, First Survey *7th MAY 1923* Last Survey *25th February 1926*
 on the *Single* Screw vessel *C. 18.* Tons *36*
 Built at *TARRAGONA* By whom built *Union naval de Levante* Yard No. *C. 18* When built *1925*
 Made at *STOCK HOLM* By whom made *J. C. Bolinder, Co. Ltd* Engine No. *15184/87* When made *1923*
 Boilers made at *✓* By whom made *✓* Boiler No. *✓* When made *✓*
 Horse Power *160.* Owners *CIA ARRENDATARIA DE TOBACOS* Port belonging to *BARCELONA*
 Horse Power as per Rule *46. ✓* Is Refrigerating Machinery fitted for cargo purposes *No. ✓* Is Electric Light fitted *No. ✓*

ENGINES, &c. Type of Engines *BOLINDER OIL ENGINE ✓* 2 or 4 stroke cycle *2* Single or double acting *SINGLE*
 Mean pressure in cylinders *17 1/2 lb/sq cm.* No. of cylinders *4 ✓* No. of cranks *4 ✓* Diameter of cylinders *300 mm. ✓*
 Length of stroke *310 mm. ✓* Revolutions per minute *350 ✓* Means of ignition *HOT BULB. ✓* Kind of fuel used *CRUDE OIL ✓*
 Distance between bearings between each crank *YES ✓* Span of bearings (Page 92, Section 2, par. 7 of Rules) *600 mm. ✓*
 Distance between centres of main bearings *600 mm. ✓* Is a flywheel fitted *YES ✓* Diameter of crank shaft journals as per Rule *121 mm. ✓*
 Diameter of crank pins *128 mm. ✓* Breadth of crank webs as per Rule *161 mm. ✓* Thickness of ditto as per Rule *68 mm. ✓*
 Diameter of flywheel shaft as per Rule *FLY WHEEL FITTED AT FORE END CRANK SHAFT* Diameter of tunnel shaft as per Rule *116 mm. ✓*
 Diameter of screw shaft as per Rule *100 mm. ✓* Is the screw shaft fitted with a continuous liner the whole length of the stern tube *No. 3 SEPARATE LINERS ✓*
 After end of the liner made watertight in the propeller boss *YES ✓* If the liner is in more than one length are the joints burned *✓*
 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 *✓*
 Liners are fitted, is the shaft lapped or protected between the liners *YES ✓* If without liners, is the shaft arranged to run in oil *✓*
 Diameter of outer gland fitted to stern tube *1.500 mm. ✓* Length of stern bush *400 mm. ✓* Diameter of propeller *1.215 mm. = 4 7/8" ✓*
 Number of propeller blades *3 ✓* state whether moveable *No. ✓* Total surface *370 square feet ✓*
 Method of reversing *TIMING ✓* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *YES ✓* Thickness of cylinder liners *✓*
 Are cylinders fitted with safety valves *No ✓* Means of lubrication *PUMPS. ✓* Are the exhaust pipes and silencers water cooled or lagged with *EXHAUST*
 Conducting material *No ✓* If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine *✓*
 To FUNNEL *✓* No. of cooling water pumps *2 ✓* Is the sea suction provided with an efficient strainer which can be cleared *✓*
 Is the vessel *YES ✓* No. of bilge pumps fitted to the main engines *1. ✓* Diameter of ditto *100 mm. ✓* Stroke *50 mm. ✓*
 Can be overhauled while the other is at work *✓* No. of auxiliary pumps connected to the main bilge pumps *5 ✓* How driven *HAND ✓*
 Number of pumps *3 ✓* No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room *✓*
 Holds, etc. *✓* No. of ballast pumps *✓* How driven *✓* Sizes of pumps *✓*
 Is ballast pump fitted with a direct suction from the engine room bilges *✓* State size *✓* Is a separate auxiliary pump suction fitted in *✓*
 Engine Room and size *3" HAND PUMP ✓* Are all the bilge suction pipes fitted with roses *YES ✓* Are the roses in Engine Room always accessible *YES ✓*
 Are sluices on Engine Room bulkheads always accessible *✓* Are all connections with the sea direct on the skin of the ship *YES ✓*
 Are valves or cocks *VALVES ✓* Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates *YES ✓*
 Are discharge pipes 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 pipes, cocks, valves and pumps in connection with the machinery accessible at all times *YES ✓* Are the bilge suction pipes, cocks and valves arranged so as to prevent any *✓*
 Communication between the sea and the bilges *YES ✓* Is the screw shaft tunnel watertight *✓* Is it fitted with a watertight door *✓*
 Is it *✓* 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 *NONE FITTED ✓* No. of stages *—* Diameters *—* Stroke *—* Driven by *—*
 Auxiliary air compressors *—* No. of stages *—* Diameters *—* Stroke *—* Driven by *—*
 Small auxiliary air compressors *—* No. of stages *—* Diameters *—* Stroke *—* Driven by *—*
 Scavenging air pumps *—* Diameter *—* Stroke *—* Driven by *—*
 Diameter of auxiliary Diesel Engine crank shafts *—* Are the air compressors and their coolers made so as to be easy of access *—*

RECEIVERS:— No. of high pressure air receivers *—* Internal diameter *—* Cubic capacity of each *—*
 Seamless, lap welded or riveted longitudinal joint *—* Range of tensile strength *17" ✓*
 Working pressure by Rules *—* No. of starting air receivers *1.* Internal diameter *434 mm. ✓*
 Cubic capacity *280 litres* Material *S. M. STEEL ✓* Seamless, lap welded or riveted longitudinal joint *LAP WELDED ✓*
 Thickness *8. mm. ✓* Working pressure by rules *257 lbs ✓* Is each receiver, which can be isolated, *✓*
 Can the internal surfaces of the receivers be examined *YES ✓* What means are provided for cleaning their *✓*
 Is there a drain arrangement fitted at the lowest part of each receiver *✓*
 Surfaces *Man hole done ✓*

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

HYDRAULIC TESTS:--

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
" " COVERS					
" " JACKETS.....					
" PISTON WATER PASSAGES.....					
MAIN COMPRESSORS—1st STAGE.....					
" 2nd "					
" 3rd "					
AIR RECEIVERS—STARTING					
" INJECTION					
AIR PIPES					
FUEL PIPES					
FUEL PUMPS					
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for shafting STOCKHOLM Rpt. Receivers Separate Tanks
(If not, state date of approval)

SPARE GEAR

valves, valve seats and springs, piston rings, bottom end and main bearing bolts & nuts, Coupling bolts, fuel pump & one set of valves for circulating & bilge pumps

The foregoing is a correct description,
ASTILLEROS DE TARRAGONA

For installing the machinery
Manufacturer.

Dates of Survey while building
During progress of work in shops -- STOCKHOLM Rpt.
During erection on board vessel -- 23/7/25. 13.26/8/25. 4.22/9/25. 2.14.16.19/10/25 13/1/26 25/1/26
Total No. of visits 11.

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Thrust shaft Tunnel shafts Screw shaft 5-5-25 Propeller 16-10-25 Stern tube 4-9/25 Engine seatings 26/8
Engines holding down bolts 22/9/25 Completion of pumping arrangements 16/10/25 Engines tried under working conditions 19/10/25
Completion of fitting sea connections 2/10/25 Stern tube 2/10/25 Screw shaft and propeller 16/10/25
Material of crank shaft S. M. Steel Identification Mark on Do. A. 2. 2. 23 A Material of thrust shaft S. M. Steel Identification Mark on Do. A. 2. 2. 23 A
Material of tunnel shafts ✓ Identification Marks on Do. ✓ Material of screw shafts S. M. Steel Identification Marks on Do. 5-5-25

Is the flash point of the oil to be used over 150° F. ✓

Is this machinery duplicate of a previous case Yes If so, state name of vessel C. 17.

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

The workmanship being good and the machinery being well constructed and installed in accordance with the approved plans and under special survey is, in my opinion, eligible for Classification with notation of LMC 2.26.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 2.26.
Oil Engines 25C.SA.
4 Cy $11\frac{13}{16}$ - $12\frac{3}{16}$ 46 NHP.

The amount of Entry Fee ... \$ Pencil
Special ... \$ 103/0.0
Donkey Boiler Fee ... \$
Travelling Expenses (if any) \$
When applied for, 30th Dec 1925
When received, 19.4.1926

Committee's Minute

TUES. 2 MAR 1926

Assigned

+ LMC 2.26
Oil Engines



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Foundation