

## REPORT ON OIL ENGINE MACHINERY.

L.N. No. 2835

Received at London Office

FEB 19 1923

Date of writing Report

When handed in at Local Office

Port of

Date, First Survey

Last Survey

19

Number of Visits

Survey held at

Book.

344 on the ~~Deck~~ <sup>Single</sup> ~~Deck~~ <sup>Triple</sup>

Screw vessels

wooden schooner three masted "San Ramon" (ex Jayo)

Tons { Gross 498  
Net 420

Master

Built at Newfoundland  
Oakland California

By whom built St. John's

Yard No.

When built 1919

Engines made at Skandia Pacific Oil Eng<sup>ne</sup>

By whom made Skandia Pacific Oil Engine

Engine No. 136 When made March 1918

Boilers made at

By whom made

Boiler No.

When made

Horse Power

250 740

Owners Manuel Angel Fernandez C<sup>o</sup>

Port belonging to Veracruz

Horse Power as per Rule

69

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted yes

ENGINES, &amp;c.—Type of Engines

Surface <sup>Asst. bulby</sup> ignition2 ~~stroke~~ cycleSingle ~~acting~~ acting

Maximum pressure in cylinders

No. of cylinders

4

No. of cranks

4

Diameter of cylinders

14 3/16"

Length of stroke

15 3/4"

Revolutions per minute

300

Means of ignition

Torch

Kind of fuel used

gas oil

Is there a bearing between each crank

yes

Span of bearings (Page 92, Section 2, par. 7 of Rules)

Distance between centres of main bearings

5' 7 1/2"

Is a flywheel fitted

yes

Diameter of crank shaft journals

as per Rule

5.76

Diameter of crank pins

6-5/8" 6.59

Breadth of crank webs

as per Rule

as fitted

8.6

Thickness of ditto

as per Rule

as fitted

3.8

Diameter of flywheel shaft

as per Rule

as fitted

Diameter of tunnel shaft

as per Rule

as fitted

5.2

Diameter of thrust shaft

as per Rule

as fitted

5.28

Diameter of screw shaft

as per Rule

as fitted

Is the screw shaft fitted with a continuous liner the whole length of the stern tube

720

Is the after end of the liner made watertight in the propeller boss

If the liner is in more than one length are the joints burned

yes

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

Lapped

If without liners, is the shaft arranged to run in oil

Diameter of outer gland fitted to stern tube

Lignum vitae

Length of stern bush

2'-11 1/2"

Diameter of propeller

66"

Pitch of propeller

33"

No. of blades

3

state whether moveable

no

Total surface

square feet

Method of reversing

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

Thickness of cylinder liners

Are the cylinders fitted with safety valves

no

Means of lubrication

forced

Are the exhaust pipes and silencers water cooled or lagged with

Insulating 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

fuzzel

on deck

No. of cooling water pumps

one

Is the sea suction provided with an efficient strainer which can be cleared

within the vessel

yes

No. of bilge pumps fitted to the main engines

none

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

No. of auxiliary pumps connected to the main bilge lines

one

How driven

electrically

No. of pumps

No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room

one

in holds, etc.

two

No. of ballast pumps

How driven

Sizes of pumps

Is the 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

Are all the bilge suction pipes fitted with roses

yes

Are the roses in Engine Room always accessible

yes

Are the sluices on Engine Room bulkheads always accessible

Are all connections with the sea direct on the skin of the ship

no

Are they valves or cocks

cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates

yes

Are the 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 all 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

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

oil pans

No. of main air compressors

one

No. of stages

two

Diameters

4 1/2 + 3"

Stroke

4 1/2

Driven by

electric motor

No. of auxiliary air compressors

No. of stages

Diameters

Stroke

Driven by

No. of small auxiliary air compressors

No. of stages

Diameters

Stroke

Driven by

No. of scavenging air pumps

Diameter

Stroke

Driven by

Diameter of auxiliary Diesel Engine crank shafts

as per Rule

as fitted

Are the air compressors and their coolers made so as to be easy of access

RECEIVERS:—No. of high pressure air receivers

two

Internal diameter

Cubic capacity of each

Material

steel

Seamless, lap welded or riveted longitudinal joint

riveted

Range of tensile strength

Thickness

working pressure by Rules

300

No. of starting air receivers

Internal diameter

Total cubic capacity

Material

Seamless, lap welded or riveted longitudinal joint

Range of tensile strength

thickness

Working pressure by rules

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

yes

What means are provided for cleaning their

Internal surfaces

7 manholes

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

yes

007276-007287-0085

Lloyd's Register  
Foundation



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 .....	March 7-1918				
"    "    COVERS .....	"				
"    "    JACKETS.....	"				
"    PISTON WATER PASSAGES.....	"				
MAIN COMPRESSORS—1st STAGE.....	"				
"    2nd " .....	"				
"    3rd " .....	"				
AIR RECEIVERS—STARTING .....	March 7-1918	300	500		
"    INJECTION .....	"	300	500		
AIR PIPES .....	"		500		
FUEL PIPES .....	"		500		
FUEL PUMPS .....					
SILENCER .....					
"    WATER JACKET .....					
SEPARATE FUEL TANKS .....					

Tested by Lloyd's  
in San Francisco  
Cal. U.S.A.  
March 7 1918

PLANS. Are approved plans forwarded herewith for shafting  
(If not, state date of approval)

Lloyd's

Receivers

Lloyd's

Separate Tanks

Lloyd's

SPARE GEAR 8 hot balls; 3 Hot balls hoods; 7 Piston rings; 12 Injector  
nozzles; 4 torches; 6 Scavenger valves; 8 Bilge pump valves; 8 Bilge pump  
valve seats; 4 Bilge pump valve guides; 8 Bilge pump valve springs; 4 Bilge pump  
valve washers; 8 Main bearings liners (Halves); 4 cylinder heads; 1 Connecting  
rod complete; 1 Piston complete; 1 set of spring valves.

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

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Thrust shaft

Tunnel shafts

Screw shaft

Propeller

Stern tube

Engine seatings

Engines holding down bolts

1921

Completion of pumping arrangements

Engines tried under working conditions

Completion of fitting sea connections

Stern tube

Screw shaft and propeller

Material of crank shaft

steel

Identification Mark on Do. 215RB5-17

Material of thrust shaft steel and br

Identification Mark on Do. 215RB5-1

Material of tunnel shafts

Identification Marks on Do.

Material of screw shafts

steel

Identification Marks on Do. 215RB5-1

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

yes

Is this machinery duplicate of a previous case

If so, state name of vessel

several

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

No 136 Shaft—Lloyd's No 215RB5-17.

Signed A. W. Lawson Surveyor to Lloyd's Register  
Port San Francisco Cal. U.S.A.

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

19

When received,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 7 DEC. 1923

TUES 21 OCT 1924

TUES. 10 MAR 1925

Assigned



© 2021

Lloyd's Register  
Foundation

Date of Test  
ometer of Safe