

REPORT ON OIL ENGINE MACHINERY.

No. 5199

29 SEP 1947

Received at London Office

Date of writing Report 29 Sept. 47 When handed in at Local Office 29 Sept. 1947 Port of Barcelona
No. in Survey held at 1000 Date, First Survey 27-2-46 Last Survey 1947
Reg. Book. 000 Number of Visits 18
Single on the Twin Screw vessel "VIRGEN DE LA ESPERANZA"
Triple
Quadruple
Built at Valencia By whom built Union Naval de Levante Yard No. 40 When built 1944-1
Engines made at Barcelona By whom made Maquinista Terrestre Maritima Engine No. 61 When made 1944
Donkey Boilers made at By whom made Boiler No. 1 When made
Brake Horse Power 315 to 300 r.p.m. Owners Vicente Enseñat Port belonging to Palma de Mallorca
Nom. Horse Power as per Rule MN 79 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which vessel is intended Coasting service

OIL ENGINES, &c.—Type of Engines Heavy oil engine. Solid injection 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kgs Diameter of cylinders 295 mm Length of stroke 420 mm No. of cylinders 6 No. of cranks 6
Mean Indicated Pressure 6.2 kgs

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 340 — biggest 345 mm Is there a bearing between each crank yes

Revolutions per minute 300 Flywheel dia. 1250 mm Weight 2325 kgs Means of ignition Solid Kind of fuel used crude oil F.P.

Crank Shaft, dia. of journals as per Rule 168 mm Crank pin dia. 190 mm Crank Webs Mid. length breadth 300 mm Thickness parallel to axis shrunk
as fitted 195 mm Mid. length thickness 85 mm Thickness around eye hole forged

Flywheel Shaft, diameter as per Rule 161 mm Intermediate Shafts, diameter as per Rule 118 mm Thrust Shaft, diameter at collars as per Rule 125 mm
as fitted 200 mm as fitted 150 mm as fitted 125 mm

Tube Shaft, diameter as per Rule 128 mm Is the (tube) shaft fitted with a continuous liner yes
as fitted 150 mm as fitted 150 mm

Bronze Liners, thickness in way of bushes as per Rule 13 mm Thickness between bushes as fitted 13 mm 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

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

shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 600 mm

Propeller, dia. 1400 mm Pitch 1190 mm No. of blades 4 Material bronze whether Moveable no Total Developed Surface 0.699 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

Thickness of cylinder liners 26.5/27.5 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

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

Cooling Water Pumps, No. 1 off 14.6 tons Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 1 Diameter 115 mm Stroke 145 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line How driven by electric motor by elec. motor by elec. motor

Is the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements

Ballast Pumps, No. and size 1 duplex 127/152 mm Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 geared pumps

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 NOTE: Machinery & Holds, etc. suction & aux. engines In Pump Room

as per Bcl. First Entry Rpt. No 5025 dated 6-3-45

In Holds, &c.

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

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

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tap pipes to the bilges

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

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

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

What pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks 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

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 Is the 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

Main Air Compressors, No. 2 No. of stages 2 Diameters 110/122 Stroke 180 mm Driven by main engine

Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 110/122 Stroke 180 mm Driven by main engine

Small Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 110/122 Stroke 180 mm Driven by main engine

Scavenging Air Pumps, No. none Diameter 1 Stroke 1 Driven by main engine

Auxiliary Engines crank shafts, diameter as per Rule 1 Stroke 1 Driven by main engine

as fitted 1 Stroke 1 Driven by main engine

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AIR RECEIVERS:—Is each receiver which can be isolated, fitted with a safety valve as per Rule 25? ☒ Yes ☐ No

Can the internal surfaces of the receivers be examined and cleaned ☒ Yes ☐ No

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure

IS A DONKEY BOILER FITTED? ☒ Yes ☐ No If so, is a report now forwarded? ☒ Yes ☐ No

Is the donkey boiler intended to be used for domestic purposes only ☒ Yes ☐ No

PLANS. Are approved plans forwarded herewith for Shafting Receivers Separate Tanks

Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR.

Is Refrigerating Machinery fitted for cargo purposes ☒ Yes ☐ No

Has the spare gear required by the Rules been supplied ☒ Yes ☐ No

State the principal additional spare gear supplied

OIL ENGINES. No. Type of Engines

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

Mean Indicated Pressure Speed of rotation Weight Dimensions of main parts

Kind of fuel used Kind of fuel tank Kind of fuel pump Kind of fuel valve

Kind of fuel nozzle Kind of fuel pipe Kind of fuel fitting Kind of fuel joint

Kind of fuel connection Kind of fuel valve Kind of fuel pipe Kind of fuel fitting

Kind of fuel joint Kind of fuel connection Kind of fuel valve Kind of fuel pipe

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Committee's Minute

The amount of Entry Fee £

Special £

Donkey Boiler Fee £

Travelling Expenses (if any) £

Committee's Minute

Assigned

As now, subject

+ NE 2,47

S. 12, 46

White Bell

Engineer Surveyor to Lloyd's Register of Shipping

Small Auxiliary Air Compressor, No.

Large Auxiliary Air Compressor, No.

Refrigerating Air Pump, No.

Refrigerating Air Pump, No.

Refrigerating Air Pump, No.

Refrigerating Air Pump, No.

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