

REPORT ON OIL ENGINE MACHINERY.

No. 106084

Received at London Office

11 JUL 1938

Date of writing Report 7-1938 When handed in at Local Office

11 JUL 1938

Port of

Ip Suich

No. in Survey held at
Reg. Book.

Rowhedge

Date, First Survey

29-6-38

Last Survey

14 July 1938

Number of Visits

FOUR

✓ on the ^{Single}
~~Pair~~
^{Triple}
~~Quadruple~~

Screw vessel wood motor vessel "CALARABIA II" 14 "MINATITLAN"

Tons {
Gross
Net

Built at Rowhedge

By whom built Rowhedge Ironworks Co. Ltd. Yard No. 563. When built 1937.

Engines made at Patricroft

By whom made Morris Planty & Gadenus Ltd. Engine No. When made 1937.

Donkey Boilers made at

By whom made Boiler No. When made

Brake Horse Power 102.

Owners California Standard Oil Co. Ltd. Port belonging to

Nom. Horse Power as per Rule 18.

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended Towing Service in the Persian Gulf.

OIL ENGINES, &c.—Type of Engines

Heavy Oil

2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 650 lb/sq. in.

Diameter of cylinders

5 1/2"

Length of stroke

7 3/4"

No. of cylinders

6

No. of cranks

6

Mean Indicated Pressure 108 lb/sq. in.

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

6 13/32"

Is there a bearing between each crank

Yes

Revolutions per minute

800

Flywheel dia.

29 1/2"

Weight

584 lb.

Means of ignition Compression

Kind of fuel used Diesel

Crank Shaft, dia. of journals

as per Rule

as fitted

4 1/8"

Crank pin dia.

3 5/8"

Crank Webs

Mid. length breadth

5 1/2"

Thickness parallel to axis

Yes

Flywheel Shaft, diameter

as per Rule

as fitted

3 1/2"

Intermediate Shafts, diameter

as per Rule

as fitted

2 3/4"

Thrust Shaft, diameter at collars

as per Rule

as fitted

Yes

Tube Shaft, diameter

as per Rule

as fitted

3 1/2"

Screw Shaft, diameter

as per Rule

as fitted

3 1/8"

Is the

tube

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Yes

Thickness between bushes

as per Rule

as fitted

Yes

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

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

Yes

If two liners are fitted, is the shaft lapped or protected between the liners

Yes

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

Yes

Length of Bearing in Stern Bush next to and supporting propeller

13"

Propeller, dia.

36"

Pitch

41"

No. of blades

3

Material

Bronze

whether Moveable

No

Total Developed Surface

4.25

sq. feet

Method of reversing Engines

Reverser Gear

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

Yes

Means of lubrication

Forced

Thickness of cylinder liners

Are the cylinders fitted with safety valves

No

Are the exhaust pipes and silencers water cooled

Yes

lagged with

non-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

Yes

Cooling Water Pumps, No.

One

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.

One

Diameter

2 1/8"

Stroke

14"

Can one be overhauled while the other is at work

Yes

Pumps connected to the Main Bilge Line

No. and Size

How driven

Main Engine

Is the cooling water led to the bilges

No

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

arrangements

Yes

Ballast Pumps, No. and size

Yes

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

22 gals/minute

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

One — 1"

One — 1 1/4"

In Pump Room

Yes

Holds, &c.

2 — 1"

Independent

Hand

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

One — 1 1/4"

Semi Rotary

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

Yes

Are the Bilge Suctions in the Machinery Spaces

Yes

Is 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

Cocks

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

Yes

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

compartment to another

Yes

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes

worked from

Yes

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Drip trays under Engines & Tanks

Main Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

Position

No.

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

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

by Rules
Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules
Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

27-6-38

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

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 29-6-38, 4-7-38, 7-7-38

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

29-6-38 Stern tube

Engine seatings

29-6-38

Engines holding down bolts

29-6-38

Examination
Completion of fitting

Completion of fitting sea connections

29-6-38

Completion of pumping arrangements

Engines tried under working conditions

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

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

If so, state name of vessel

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

A Standard Sardinia 6 L 3 type engine has been fitted in this vessel in an efficient manner.

A General examination of the machinery has been made, the scantlings checked and the materials & workmanship, so far as could be seen, are sound & of good description.

The requirements as stated in the Secretary's letter M. 27-6-38 have been complied with and in my opinion the machinery of this vessel is eligible to be classed and have notation of T.M.C. 7-38.

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

The amount of Entry Fee .. £

Special ...

Donkey Boiler Fee ...

Travelling Expenses (if any) £

When applied for,

19

When received,

19

Committee's Minute TUE 12 JUL 1938

Assigned

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register
Foundation