

## REPORT ON OIL ENGINE MACHINERY

No. 3291

DEC 22 1937.

30<sup>th</sup> Nov 37, When handed in at Local Office 30<sup>th</sup> Nov 37 Port of GALVESTON  
 Survey held at Beaumont, Texas. Date, First Survey 24/9/37. Last Survey 6/10/1937.  
 Number of Visits 5  
 on the Single Screw vessel "EL CARIBE."  
 at Bath, Me. By whom built Lescas P.S. Co. Yard No. When built 1917.  
 res made at Beloit, Wis. By whom made Fairbanks, Morse. Engine No. 591513 When made 1924  
 Boilers made at none By whom made Boiler No. When made  
 Horse Power 200. Owners Lescas Company. Port belonging to Wilmington, Del.  
 Horse Power as per Rule 138 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes  
 for which vessel is intended Service in the Gulf of Mexico & Caribbean Sea.

ENGINES, &c. Type of Engines Semi Diesel 2 S.C.S.A. 2 or 4 stroke cycle 2 Single or double acting Single.  
 on pressure in cylinders 350 lbs Diameter of cylinders 14" Length of stroke 18" No. of cylinders 4 No. of cranks 4  
 bearings, adjacent to the Crank, measured from inner edge to inner edge 16 1/2" Is there a bearing between each crank Yes.  
 ions per minute 250 Flywheel dia. 36" Roll 15. rim 12" x 3" 2 webs 2" spark plug. Kind of fuel used Diesel Oil.  
 Shaft, dia. of journals as per Rule 4" Crank pin dia. 4" Crank Webs Mid. length breadth 11 1/4" Thickness parallel to axis Solid  
 as fitted 4" Mid. length thickness 4" shrunk Thickness around eye hole Forged.  
 el Shaft, diameter as per Rule 4 3/4 Intermediate Shafts, diameter as per Rule 5 3/16 Thrust Shaft, diameter at collars as per Rule 7 3/4 Roller Shaft  
 as fitted 4 3/4 as fitted 5 3/16 as fitted 7 3/4 Bearing.  
 Shaft, diameter as per Rule 5 3/16 Is the tube screw shaft fitted with a continuous liner Yes.  
 as fitted 5 3/16 as fitted 5 3/16 as fitted 7 3/4  
 Liners, thickness in way of bushes as per Rule 11/32" Thickness between bushes as per rule 7/32" Is the after end of the liner made watertight in the  
 as fitted 11/32" as fitted 7/32" boss Yes. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length.  
 er 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  
 iners 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  
 No. If so, state type Length of Bearing in Stern Bush next to and supporting propeller 27"  
 er, dia. Pitch No. of blades 3 Material Bronze whether Moveable Solid Total Developed Surface sq. feet  
 of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes. Means of lubrication  
 maker Standard Are the cylinders fitted with safety valves Yes. Are the exhaust pipes and silencers water cooled & lagged with  
 Thickness of cylinder liners Solid. Exhausting to  
 acting 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 funnel.  
 Water Pumps, No. one direct S.A. Plunger pump Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes.  
 one aux Centrifugal pump  
 cial arrangements are made for dealing with cooling water if discharged into bilges Overboard  
 umps worked from the Main Engines, None. The cooling water pumps (Plunger type) driven off main engine. Can one be overhauled while the other is at work. Bilge line  
 Bilge connected to the Main Bilge Line No. and size One - Rotary pump, RPM 1150, 2" cyl. 2" Desol. Elect motor 5 HP, 115V, 38.5 AMP. Self  
 How driven One - Fairbanks Morse Centrifugal pump, RPM 1750, Elect motor 1 HP, 115V, 7.5 AMP. Running.  
 Pumps, No. and size as above. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size Two (2) Right feed truck  
 independent means arranged for circulating water through the Oil Cooler none. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 No. and size:—In Machinery Spaces Two - 2" direct suet in Eng room. In Pump Room One - 2" suet.  
 &c. Double Acting  
 Challenger type  
 dent Power Pump Direct Suctions to the Engine Room Bilges, No. and size At above - (2) two - 2"  
 he Bilge Suction pipes in Hold and Turret Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces  
 easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes.  
 en Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Yes.  
 eed 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 near deep  
 ch 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 water line  
 s pass through the bunkers none. How are they protected  
 s pass through the deep tanks none. Have they been tested as per Rule  
 pes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.  
 ingement 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  
 nt to another Yes. Is the Shaft Tunnel watertight none Is it fitted with a watertight door worked from  
 vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork  
 Compressors, No. One. No. of stages One Diameters 5 3/8 Stroke 4" Driven by Eccentric on Crank Shaft.  
 Air Compressors, No. One. No. of stages Two Diameters 1 3/4, 5 3/4 Stroke 3 1/4 Driven by Elect. motor 6.5 HP.  
 o pumping engine, No. one No. of stages one Diameters 2 7/8 Stroke 1 3/4 Driven by 125V, 45 1/2 amp.  
 Auxiliary Air Compressors, No. one No. of stages one Diameters 2 7/8 Stroke 1 3/4 Driven by Cargo pump, 30 HP.  
 ng Air Pumps, No. Diameter Stroke Driven by Diesel, 6 cpl.  
 on engine room. 1 5/8" diam. Winton Wettinghouse 7.5 KW. Rev. 1200. 6 cpl. 3" x 4", 120V, 62.5 amp. Compressed  
 or Lance starter. 2" diam. Buda Diesel 4 S.C.S.A. 4 cpl. 3 3/4" diam x 4 1/2". Rev. 1200. KW 10, V 125, Amps 80.  
 Engines crank shafts, diameter as fitted 2" diam. Buda Diesel 4 S.C.S.A. 4 cpl. 3 3/4" diam x 4 1/2". Rev. 1200. KW 10, V 125, Amps 80.  
 & Standard design of lub & oil pumps.  
 RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule. Yes.  
 Storage high pressure receiver has removable head. Is a drain fitted at the lowest part of each receiver Yes.  
 ternal surfaces of the receivers be examined and cleaned and cleaned Yes.  
 ssure Air Receivers, No. One. Cubic capacity of each 18.8 cub ft. Internal diameter 14 1/2" thickness 1/2" 5"  
 up welded or riveted longitudinal joint. Beamless one end of general Material Steel Range of tensile strength 60,000 lbs. Working pressure by Rules 822  
 Actual 750 lbs (super makers) (clamps)  
 Air Receivers, No. Three (3) Total cubic capacity 22.5. Internal diameter 2 - 20" diam thickness 1/4"  
 up welded or riveted longitudinal joint. welded & riveted Material Steel Range of tensile strength 60,000. Working pressure by Rules  
 Actual 200 lbs.  
 e that all receivers were removed, examined & tested by U.S. local  
 eloo. April 1936.



IS A DONKEY BOILER FITTED? No

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 No  
(If not, state date of approval)

Receivers ✓

Separate Tanks ✓

Donkey Boilers ✓

General Pumping Arrangements ✓

Oil Fuel Burning Arrangements ✓

### SPARE GEAR.

Has the spare gear required by the Rules been supplied? Yes, and in excess of.

State the principal additional spare gear supplied

Spare screw shaft, one crank pin bearing complete.

main engine roller thrust-bearing, 6 fuel valves, 1 Conn.

Circulating pump Sailing.

Motor for Linton Airc Generator

Also a lathe on board & ample material

The foregoing is a correct description,

Manufacturer. ✓

Dates of Survey During progress of work in shops -  
while building During erection on board vessel -  
Total No. of visits 5

24/9/, 28/9/, 1/10, 5/10, 6/10/1934.

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

1/10/34.

Propeller

1/10/34.

Stern tube

Engine seatings

Engines holding down bolts

Completion of fitting sea connections ✓

Completion of pumping arrangements ✓

Engines tried under working conditions 6/10/34

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. 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 ✓

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.)

The whole of the machinery has been opened up, examined, tested under working conditions, and found to be a good and safe working condition, and in general conformity with the Rules. (See Committee Rpt. of 1934)

In my opinion the vessel is eligible to have Rec. of LMC 10.34, with notation of Screw Shaft (CL) Rec. N.E. 24.

The amount of Entry Fee .. £ 50.00

Special ...

Donkey Boiler Fee ...

Travelling Expenses (if any) ...

When applied for,

5/11/1934

When received,

11/11/34

NEW YORK DEC 8 1937

Committee's Minute

Assigned N.E. 24 Oil Eng.

Engineer Surveyor to Lloyd's Register of Shipping

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