

REPORT ON OIL ENGINE MACHINERY.

No. 49946

27 DEC 1929

Received at London Office
 of writing Report *20th Dec. 1929* When handed in at Local Office *20th Dec. 1929* Port of *GLASGOW.*
 in Survey held at *Glasgow* Date, First Survey *24. 5. 29* Last Survey *12th Dec. 1929.*
 Book. Number of Visits *52*

on the *Single* *Twin* *Triple* *Quadruple* Screw vessel *"CARMEN AVELLANEDA"* Tons { Gross *2234* Net *1344*
 at *Glasgow* By whom built *A. & J. Inglis Ltd.* Yard No. *866A* When built *1929-12.*
 ines made at *do.* By whom made *Harland & Wolff Ltd.* Engine No. *866* When made *1929-12.*
 key Boilers made at *None* By whom made *—* Boiler No. *—* When made *—*
 ke Horse Power *1400* Owners *Entre Rios Railway Co. Ltd.* Port belonging to *ibicuy*
 a. Horse Power as per Rule *383* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*
 de for which vessel is intended *Train ferry service on River Parana.*

ENGINES, &c. Type of Engines *Diesel, vertical reciprocating 2 or 4 stroke cycle 4* Single or double acting *Single*
 mum pressure in cylinders *600* Diameter of cylinders *600 mm* Length of stroke *750 mm* No. of cylinders *16* No. of cranks *16*
 of bearings, adjacent to the Crank, measured from inner edge to inner edge *556 mm* Is there a bearing between each crank *Yes*
 lutions per minute *155* Flywheel dia. *1702 mm* Weight *1.595 tons* Means of ignition *Compression* Kind of fuel used *Diesel oil*
 k Shaft, dia. of journals as per Rule *254 mm* as fitted *260 mm* Crank pin dia. *260 mm* Crank Webs Mid. length breadth *500 mm* Thickness parallel to axis *160 mm*
 as per Rule *254 mm* as fitted *260 mm* Intermediate Shafts, diameter as per Rule *254 mm* as fitted *260 mm* Thrust Shaft, diameter at collars as per Rule *7 1/2"* as fitted *9 1/2"*
 e Shaft, diameter as per Rule *7 1/2"* as fitted *7 1/2"* Screw Shaft, diameter as per Rule *7 1/2"* as fitted *8 1/4"* Is the { tube { screw { shaft fitted with a continuous liner { *Yes* *No*
 ze Liners, thickness in way of bushes as per Rule *17/32"* as fitted *9 1/16"* Thickness between bushes as per rule *13/32"* as fitted *7 1/16"* Is the after end of the liner made watertight in the
 ller 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*
 e 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*
 o 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
 If so, state type *Vickers* Length of Bearing in Stern Bush next to and supporting propeller *3' 2"*
 peller, dia. *9' 6"* Pitch *9' 0"* No. of blades *3 (each)* Material *Best Steel* whether Moveable *No* Total Developed Surface *27 (each)* sq. feet
 od of reversing Engines *Compensated Air* Is a governor or other arrangement fitted to prevent racing of the engine when detached *Yes* Means of lubrication
 with. Thickness of cylinder liners *32 x 20 mm* Are the cylinders fitted with safety valves *Yes* Are the exhaust pipes and silencers water cooled or lagged with
 onducting 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*
 ing Water Pumps, No. *Three* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *Yes*
 e Pumps worked from the Main Engines, No. *None* Diameter *—* Stroke *—* Can one be overhauled while the other is at work *—*
 ps connected to the Main Bilge Line { No. and Size *One @ 20 tons/hr. & One @ 70 tons/hr.* How driven *Electric Motors*
 ast Pumps, No. and size *One @ 70 tons/hr.* Lubricating Oil Pumps, including Spare Pump, No. and size *2 @ 30 tons/hr. + 4 S. Pump (20 tons/hr.)*
 wo independent means arranged for circulating water through the Oil Cooler *Yes* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 ps, No. and size:—In Machinery Spaces *4 @ 3"* In Pump Room *—*
 olds, &c. *3 @ 2 1/4"* *4 @ 2 1/2"* *one @ 2 3/4"* *One @ 2"*
 ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1 @ 4 1/2"*
 all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes *Yes* Are the Bilge Suctions in the Machinery Spaces
 rom easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *Yes*
 ill Sea Connections fitted direct on the skin of the ship *Yes* Are they fitted with Valves or Cocks *Both*
 hey 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.*
 hey 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 *None.*
 pipes pass through the bunkers *—* How are they protected *—*
 pipes pass through the deep tanks *—* Have they been tested as per Rule *—*
 ill Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *Yes*
 e 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
 arlment to another *Yes* Is the Shaft Tunnel watertight *Yes* Is it fitted with a watertight door *Yes* worked from *at oppo deck level.*
 wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork *—*
 i Air Compressors, No. *Two* No. of stages *Three* Diameters *500, 445 & 102 mm* Stroke *250 mm* Driven by *Main Engines*
 liary Air Compressors, No. *Two* No. of stages *Three* Diameters *270, 235 & 165 mm* Stroke *165 mm* Driven by *Aux. Engines*
 ll Auxiliary Air Compressors, No. *One* No. of stages *Two* Diameters *80 & 32 mm* Stroke *150 mm* Driven by *Hand.*
 enging Air Pumps, No. *—* Diameter *—* Stroke *—* Driven by *—*

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes, on pipe lines. Jumble phps in reservoirs.*
 in the internal surfaces of the receivers be examined and cleaned *Yes* Is a drain fitted at the lowest part of each receiver *Yes*
 igh Pressure Air Receivers, No. *Seven* Cubic capacity of each *2 @ 88 lbs. 2 @ 37 lbs.* Internal diameter *295 mm* thickness *6.2 in.*
 amless, lap welded or riveted longitudinal joint *Seamless* Material *Steel* Range of tensile strength *28-32 tons/in.²* Working pressure *60 atmos.*
 arting Air Receivers, No. *One* Total cubic capacity *350 ft.³* Internal diameter *5' 10 5/16"* thickness *Shell 1" ends 1 3/32" & 1 1/2"*
 amless, lap welded or riveted longitudinal joint *Riveted* Material *Steel* Range of tensile strength *Shell 28-32 tons/in.²* Working pressure *35.6 lbs./in.²*

If so, is a report now forwarded?

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Receivers.

Separate Tanks.

Donkey Boilers

General Pumping Arrangements

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,

For HARLAND & WOLFF, LTD.

S. C. Green

Manufacturer.

Dates of Survey while building	During progress of work in shops--	1929 May 24 June 6-31 July 5-8-30 Aug 6-14-20-23-26-27-28 Sep 3-5-6-10-11-12-13-16-17-18-19-20-23-24
	During erection on board vessel--	Oct 2-3-7-8-11-15-16-21-22-24-25-28-31 Nov 4-7-8-19-20-25-29 Dec 5-9-12
	Total No. of visits	52

Dates of Examination of principal parts—Cylinders 12-9-29 Covers 12-9-29 Pistons 17-9-29 Rods 17-9-29 Connecting rods 17-9-29

Crank shafts 3-10-29 Flywheel shafts 3-10-29 Thrust shafts 3-10-29 Intermediate shafts 15-10-29 Tube shafts 11-10-29

Screw shafts 11-10-29 Propellers 11-10-29 Stern tubes 15-10-29 Engine seatings 31-10-29 Engines holding down bolts 28-11-29

Completion of fitting sea connections 31-10-29 Completion of pumping arrangements 9-12-29 Engines tried under working conditions 12-12-29

Crank shafts Material Steel Identification Mark M 800
4050'S Flywheel shafts Material As crank Identification Mark As cranks

Thrust shafts Material *As cranks* Identification Mark *As cranks* Intermediate shafts Material *Steel* Identification Marks *5, 24, 26, 22, 14, 17, 21, 36, 20, 95*

Tube shafts Material Steel Identification Marks 1910 Y 0 1's Screw shafts Material Steel Identification Marks 24 Y 0 1's

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

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 Yes If so, state name of vessel M.V. "Selma" "Prote"

General Remarks (State quality of workmanship, opinions as to class, &c.) *These Engines have been built under speci*

Survey in accordance with the Rules & the approved plans: the material & workmen are good: along with the Air Reservoir (Bel. Rpt. 10/198) they have been properly fitted on board & tried under working conditions at sea with satisfactory result.

This Machinery is eligible, in my opinion, to be classed in the Register Book with notation:— & L. M. C. — 12, 29: O. G. ; Oil Engines.

The amount of Entry Fee .. £ 5- - - 9/ When applied for

Special £ 82: 9/-: 20/1 19

Donkey Boiler Fee ... £ — : — : When received,

Travelling Expenses (if any) £ — : — : 27.1.19

Committee's Minute GLASGOW 24 DEC 1929

Assigned + L. Mc 1229

CERTIFICATE WRITTEN.

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