

REPORT ON OIL ENGINE MACHINERY.

No. 300

-5 JUL 1934

Received at London Office

Date of writing Report **28 June 1934** when handed in at Local Office **28 June 1934** Port of **VALENCIA**

No. in Survey held at **Valencia** Date, First Survey **27 Oct. 1932** Last Survey **27 June 1934**
Reg. Book. **2909** on the **Twin** **Screw vessel** **m/v** **"CAMPILLO"** Tons **Gross 3971**
Net 2059

Built at **Valencia** By whom built **Unión Naval de Levante** Yard No. **22** When built **1934**
Engines made at **Barcelona** By whom made **Maquinista Terrestre y Marítima** Engine No. **1&2** When made **1933**
Donkey Boilers made at **Valencia** By whom made **Unión Naval de Levante** Boiler No. When made **1933**
Brake Horse Power **1950** Owners **C.A.M.P.S.A.** Port belonging to **Seville**
Nom. Horse Power as per Rule **543** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

Trade for which vessel is intended **Crosshead type**
Vertical heavy oil eng. air injection stroke cycle **Single or double acting**

IL ENGINES, &c.—Type of Engines **Vertical heavy oil eng. air injection** stroke cycle **Single or double acting**
Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used
Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
Mid. length thickness shrunk Thickness around eye hole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted
Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted **308 m/m** Is the tube screw shaft fitted with a continuous liner **Yes**
as fitted **311 m/m**

Bronze Liners, thickness in way of bushes as per Rule as fitted **17 m/m** Thickness between bushes as per rule as fitted **12.75m/m** Is the after end of the liner made watertight in the
as fitted **20 & 22 m/m** as fitted **14.5m/m** 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 **One length**

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 **Fitting**
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 **Wood bearing** Length of Bearing in Stern Bush next to and supporting propeller **1.600 m**

Propeller, dia. **3506m/m** Pitch **3048m/m** No. of blades **3** Material **Bronze** whether Moveable **No** Total Developed Surface **2.88m²** sq. feet
Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine **Funnel**

Cooling Water Pumps, No. **2 off centrif. 150 tons each** 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. Diameter Stroke Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and Size **One Duplex ballast 11"x10"** **One 5"4" rotary** **Two 4"31" rotary**
How driven **Steam** **Elec. motor** **Elec. motor**

Ballast Pumps, No. and size **11"x10" Duplex & 7"x10" Duplex** Lubricating Oil Pumps, including Spare Pump, No. and size **2 off centrif. 60 tons each**
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 **4 270m/mfd. wing - 2 270m/mc. fd. - 2 aft. 270m/m - 1 270m/mp.a. - 1 100m/ms.a.**
3 270m/m art. Cofferdams. 1 270m/ERford. - 3 270m/ER art.

In Holds, &c. **Fore peak 80m/m - Fore hold 1 80m/m - Pump room 1 270m/m - Fore store 1 270m/m - Chain locker 1 270m/m.**
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **One 200m/m from ballast pump.**

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes **Yes** Are the Bilge Suctions in the Machinery Spaces
led 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 **Valves**
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
What pipes pass through the deep tanks **heating coils only** 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 **No** worked from

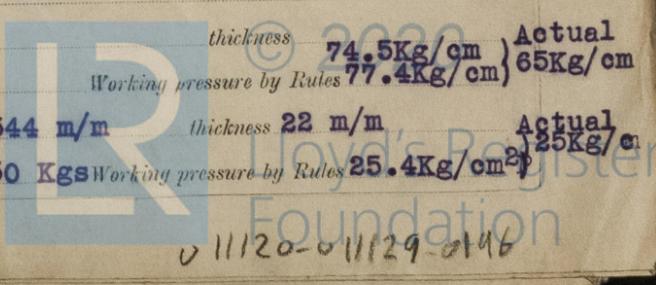
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
Main Air Compressors, No. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Small Auxiliary Air Compressors, 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

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 What means are provided for cleaning their inner surfaces
Is there a drain arrangement fitted at the lowest part of each receiver

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness **74.5Kg/cm** Actual **65Kg/cm**
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules **77.4Kg/cm**

Starting Air Receivers, No. **2** Total cubic capacity **20 cubic metres** Internal diameter **1544 m/m** thickness **22 m/m** Actual **25Kg/cm**
Seamless, lap welded or riveted longitudinal joint **Riveted** Material **SM Steel** Range of tensile strength **44/50 Kgs** Working pressure by Rules **25.4Kg/cm²**



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IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded? Yes

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

Receivers

Separate Tanks

Constructed as of vessel.

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

Verified and found in accordance with list previously forwarded with First Entry Machinery Report.

The foregoing is a correct description

UNION NAVAL DE LEVANTE, S. A. ASTILLEROS Y TALLERES DE VALENCIA

Manufacturer.



Dates of Survey while building: During progress of work in shops - Ingeniero Jefe de la Sociedad de Maquinaria; During erection on board vessel - 27.10.32; 28.11.33; 14.8.33; 21.9.33; 26.9.33; 10.10.33; 27.10.33; 26.1.34; 23.2.34; 8.3.34; 12.4.34; 9.6.34; 16.6.34; 27.6.34; Total No. of visits 11.

Dates of Examination of principal parts - Cylinders, Covers, Pistons, Rods, Connecting rods, Crank shaft, Flywheel shaft, Thrust shaft, Intermediate shafts, Tube shaft.

Screw shaft 12-9-33 and 13-9-33; Propeller 27-10-33; Stern tube fitted 14-8-33; Engine seatings 27-10-33; Engines holding down bolts 23-2-34.

Completion of fitting sea connections 27-10-33; Completion of pumping arrangements 9-6-34; 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. 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 Tanker; If so, have the requirements of the Rules been complied with Yes

Is this machinery duplicate of a previous case No; If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery has now been fitted onboard and all tests carried out in accordance with the Society's Rules.

The materials and workmanship used are good.

The main and all auxiliary machinery has been examined under full working conditions at sea with satisfactory results and in my opinion the machinery is

entitled to be classed with this Society with notation of +LMC 6,34 and notation of

"OIL ENGINES".

Table with columns for fee types (Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses) and amounts, including a note 'Inclusive fee charged'.

Signature of the Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 20 JUL 1934; Assigned + L.M.C. 6,34; 2 DB. 150 lb.

CERTIFICATE WRITTEN: C.L.