

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. Number of Visits 14

2909 on the Single Twin Triple 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

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 Mid. length thickness Thickness parallel to axis Thickness around eyehole

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 311 m/m Is the tube screw shaft fitted with a continuous liner Yes

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 14.5m/m 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 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 1/4" rotary Two 4 1/2" 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 combined with cooling water 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 4 270m/mfd. wing - 2 270m/mc. fd. - 2 aft. 270m/m - 1 270m/mp. a. - 1 100m/ms. a. ✓
In Holds, &c. 3 270m/m art. Cofferdams. 1 270m/m ER ford. - 3 270m/m ER art. ✓

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
Working pressure by Rules 77.4Kg/cm

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

Starting Air Receivers, No. 2 Total cubic capacity 20 cubic metres Internal diameter 1544 m/m thickness 22 m/m Actual 25Kg/cm²
Working pressure by Rules 25.4Kg/cm²

Seamless, lap welded or riveted longitudinal joint Rivetted Material SM Steel Range of tensile strength 44/50 Kgs

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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

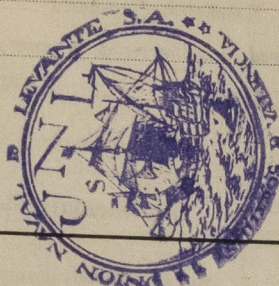
SPARE GEAR

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 - -

During erection on board vessel - -

Total No. of visits

Ingeniero Jefe de la Sección de Maquinaria

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

Stern tube

Engine seatings

Engines holding down bolts

Completion of fitting sea connections

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.

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".

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

Inclusive fee charged

When applied for,

19

When received,

19

Committee's Minute

FRI. 20 JUL 1934

Assigned

+ L.M.C. 6,34

2 DB. 150 lb.

CERTIFICATE WRITTEN
C.L.

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation