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Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 5225

Received at London Office

Date of writing Report 9th Aug. 1947 When handed in at Local Office 9th August 1947 Port of Barcelona

No. in Survey held at Barcelona Date, First Survey 24th July 1946 Last Survey 15th October 46
Reg. Book. Number of Visits 9

on the Single Screw vessel motorship "TIO PEPE"
Triple
Quadruple

Tons ^{Gross} / _{Net} /

Built at Bilbao By whom built Astilleros Tomas Ruiz de Velasco S.A. Yard No. 5 When built /

Engines made at Barcelona By whom made Maquinista Terrestre Maritima Engine No. 46 When made 1946

Donkey Boilers made at / By whom made / Boiler No. / When made /

Brake Horse Power 380 to 350 r.p.m. Owners Tomas Ruiz de Velasco Port belonging to /

Nom. Horse Power as per Rule MN 102 Is Refrigerating Machinery fitted for cargo purposes / Is Electric Light fitted /

Trade for which vessel is intended Coasting Service

II. ENGINES, &c.—Type of Engines Vertical Heavy Oil Engine, Solid injection 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 56 kgs Diameter of cylinders 240 mm Length of stroke 370 mm No. of cylinders 6 No. of cranks 6

Mean Indicated Pressure 6.5 kgs

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 282 - biggest 290 mm Is there a bearing between each crank yes

Revolutions per minute 350 Flywheel dia. none Weight / Means of ignition solid injection Kind of fuel used crude oil F.P. above 150° F

Crank Shaft, dia. of journals as per Rule 146 mm Crank pin dia. 165 mm Crank Webs Mid. length breadth 293 mm Thickness parallel to axis 86 mm

Semi-built as fitted 189 mm Mid. length thickness 86 mm shrunk Thickness around eye-hole 77.5 mm

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule 118 mm

as fitted as fitted as fitted 160 mm

Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner /

as fitted as fitted as fitted

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per rule Is the after end of the liner made watertight in the

as fitted as fitted propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner /

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 /

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 / If so, state type / Length of Bearing in Stern Bush next to and supporting propeller /

Propeller, dia. / Pitch / No. of blades / Material / whether Moveable / Total Developed Surface / sq. feet

Method of reversing Engines clutch and reversing 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 20 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine /

Cooling Water Pumps, No. 1 off 10 tons Is the sea suction provided with an efficient strainer which can be cleared within the vessel /

Bilge Pumps worked from the Main Engines, No. 1 Diameter 110 mm Stroke 64 mm Can one be overhauled while the other is at work /

Pumps connected to the Main Bilge Line { No. and Size / How driven /

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

arrangements /

Ballast Pumps, No. and size / Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 geared off 8.2

Are two independent means arranged for circulating water through the Oil Cooler / Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces / In Pump Room /

In Holds, &c. /

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

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

Are all Sea Connections fitted direct on the skin of the ship / Are they fitted with Valves or Cocks /

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates / Are the Overboard Discharges above or below the deep water line /

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel / Are the Blow Off Cocks fitted with a spigot and brass covering plate /

What pipes pass through the bunkers / How are they protected /

What pipes pass through the deep tanks / Have they been tested as per Rule /

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times /

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 / Is the Shaft Tunnel watertight / Is it fitted with a watertight door / 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. none No. of stages / Diameters / Stroke / Driven by /

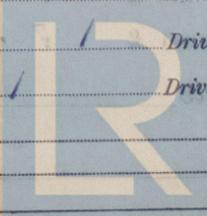
Auxiliary Air Compressors, No. / No. of stages / Diameters / Stroke / Driven by /

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



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

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 /

Starting Air Receivers, No. 1 Total cubic capacity 550 lts Internal diameter 570 mm thickness 15 mm

Seamless, lap welded or riveted longitudinal joint E.W. seams Material steel Range of tensile strength 41/47 kgs Working pressure by Rules 35.7 kgs

Actual 31 kgs

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 1-10-46 Receivers 1-10-46 Separate Tanks /

(If not, state date of approval)

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.

[Signature]



Dates of Survey while building { During progress of work in shops - - } 1946.- July 24, 26; Aug. 28; Sept. 13, 15, 18, 23, 30; Oct. 15.

{ During erection on board vessel - - }

Total No. of visits 9

Dates of Examination of principal parts—Cylinders 13-9-46 Covers 23-7-46 Pistons 23-7-46 Rods / Connecting rods 31-8-46

Crank shaft 28-8-46 Flywheel shaft / Thrust shaft 12-6-46 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 S.M. steel Identification Mark Lloyds N° 3375 Flywheel shaft, Material / Identification Mark /

Thrust shaft, Material S.M. steel Identification Mark M.L. 5-12-45 Intermediate shafts, Material / Identification Marks /

Tube shaft, Material / Identification Mark F.L. 12-6-46 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 /

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 Motors Nos. 44 & 45 built by M.T.M.

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

This machinery as far as main motor, reversing gears and starting air receivers concern, have been constructed under Special Survey and in accordance with approved plans and to the Society's Rules requirements.

Material and workmanship are good.

This motor was tried under full working condition and overloaded on the bench at the Builders Works and, in my opinion, is eligible to be Classed in this Society with the notation of L.M.C. with date when the machinery has been installed on board according with the Rules requirements and tried under working condition to the Society's Surveyors satisfaction.

The amount of Entry Fee .. £	:	:	When applied for,
Special ... Ptas	5.206.-	:	9-8-47
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	30.-	:	19

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 10 MAR 1950

Assigned

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

