

REPORT ON OIL ENGINE MACHINERY.

No. 1421

11 MAY 1934

Date of writing Report April 21 1934 When handed in at Local Office 5 May 10 34 Port of Cadiz
No. in Survey held at Malagorda Cadiz Date, First Survey April 15 1932 Last Survey April 18 1934
Reg. Book. 22902 on the Single Screw vessel Motor Ship "Campeche" Number of Visits 117Built at Malagorda Cadiz By whom built Sociedad Espanola de Construcciones Naval Yard No. 66 When built 1933-4
Engines made at Sealao Bilbao By whom made S. de C. N Engine No. 55L60335 When made 1933
Donkey Boilers made at Valencia By whom made Union Naval de Levante Boiler No. 525-526 When made 1932
Brake Horse Power 2 X 1500 Owners C.A.M.P.S.A. Port belonging to Yarragona
Nom. Horse Power as per Rule 446 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
Trade for which vessel is intended Carrying oils in bulkL ENGINES, &c.—Type of Engines Construtora Naval Sulger or 4 stroke cycle 2 Single or double acting Single
Maximum pressure in cylinders 600 lbs Diameter of cylinders 600 mm Length of stroke 1040 mm No. of cylinders 2 X 4 No. of cranks 2 X 4
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 440 mm Is there a bearing between each crank yesRevolutions per minute 130 Flywheel dia. 2100 mm Weight 4800 kg Means of ignition Air Inj Kind of fuel used Gas oil
Crank Shaft, dia. of journals as per Rule 390 mm Crank pin dia. 390 mm Crank Webs Mid. length breadth 620 mm Kind of fuel used Gas oil
as fitted 390 mm Mid. length thickness 225 mm Thickness parallel to axis 245 mm Thickness around eye hole 185 mmFlywheel Shaft, diameter as per Rule 400 mm Intermediate Shafts, diameter as per Rule 365 mm Thrust Shaft, diameter at collars as per Rule 400 mm
as fitted 400 mm as fitted 365 mm as fitted 400 mmScrew Shaft, diameter as per Rule 354 mm 362 mm Is the screw shaft fitted with a continuous liner yes
as fitted 354 mm 362 mmBronze Liners, thickness in way of bushes as per Rule 21 mm 22 mm Thickness between bushes as per rule 16 mm Is the after end of the liner made watertight in the
as fitted 21 mm 22 mm as fitted 16 mmPropeller 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
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-corrosiveTwo 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 no Length of Bearing in Stern Bush next to and supporting propeller 1830 mm

Propeller, dia. 12-3 Pitch 11-9 No. of blades 3 Material Bronze whether Moveable no Total Developed Surface 35.5 sq. feet

Method of reversing Engines Air Engine Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication
Thickens of cylinder liners Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged withNon-conducting 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
Cooling Water Pumps, No. Two, Electric one each Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Large Pumps worked from the Main Engines, No. engine Diameter 140 mm Stroke 320 mm Can one be overhauled while the other is at work yes

Pumps connected to the Main Bilge Line No. and Size 2 of 40 tons 2 of 6 tons
How driven Steam

Ballast Pumps, No. and size 3-2 of 325 + 1 of 40 tons Lubricating Oil Pumps, including Spare Pump, No. and size 2 C.M. Drysdale 30 tons

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 1 Ballast 200 T, 2 Bilge 60 T, 1 Fuel Bilge 90 T, 2 Oil, 2 Circulating water, 2 Transfer 26 T, 1 Transfer 27
2 Fuel pumps 1 fresh water 4 T 1 Sanitary 35 T + 2 feed.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 Electric 60 T, 1 electric 90 T, 1 31" 200 Tons 8"

All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

All Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Valves and cocks

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 on load line level

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

at pipes pass through the bunkers How are they protected

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

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

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
partment to another yes Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

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. 1 each engine No. of stages Three Diameters 540/480/130 Stroke 400 mm Driven by Main engine

Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 240/80 Stroke 140 mm Driven by Aux Engines

All Auxiliary Air Compressors, No. one No. of stages 2 Diameters 90/35 Stroke 120 mm Driven by Steam

Suctioning Air Pumps, No. one each engine Diameter 1340 mm Stroke 650 mm Driven by Main engine

Auxiliary Engines crank shafts, diameter as per Rule 135 mm

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes Fitted with cover ends
the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces Fitted with manhole doorsWhere a drain arrangement fitted at the lowest part of each receiver yes
Pressure Air Receivers, No. 2 400 mm Cubic capacity of each 400 Internal diameter 150 mm thickness 30 mm
Seamless, lap welded or riveted longitudinal joint Material 5M Steel Range of tensile strength 41-44 kg Working pressure by Rules 30 kg/cm²Working Air Receivers, No. two Total cubic capacity 24 C.M. Internal diameter 1440/1800 thickness 30 mm
Seamless, lap welded or riveted longitudinal joint Material 5M Steel Range of tensile strength 41-44 kg Working pressure by Rules 30 kg/cm²

IS A DONKEY BOILER FITTED? *Yes two*

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

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

Supplied as per rules.



The foregoing is a correct description,

Antonio D. Guerra

Manufacturer.

Dates of Survey while building
During progress of work in shop
During erection board vessel
Total No. of visits
1932 April 15-21 May 4-13-19-28 June 4-29 July 8-22-26 Aug 2-11-20-23-30 Sept 23-30 Oct 10-19
1933 Jan 3-5-9-16-19-28 Feb 16-25 Mar 2-23 April 3-13-15-28 May 2-13-18-22 June 5-13-22-28 July 1-8-11
1934 Aug 11-28 Sept 6-14-21-26-29-30 Oct 5-11-12-14-17-20-24 Nov 2-9-14-16-21-24-30 Dec 7-9-11-15-18-21-24
1935 Jan 4-8-9-11-15-14-26-30 Feb 1-5-8-16-19-22-24-27-28 Mar 2-3-6-12-13-15-14-22-23-27-29-31 Apr 3-4-11

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Port max 4 Engine seatings Jan 1933 Engines holding down bolts Feb 1934

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material *SM Steel* Identification Mark *PN 164 52* Flywheel shaft, Material *SM Steel* Identification Mark *PN 164 52*

Thrust shaft, Material *SM Steel* Identification Mark Intermediate shafts, Material *SM Steel* Identification Marks *PN 164 52*

Tube shaft, Material *SM Steel* Identification Mark Screw shaft, Material *SM Steel* Identification Mark *PN 164 52*

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

Is this machinery duplicate of a previous case If so, state name of vessel *yes "Campero"*

General Remarks (State quality of workmanship, opinions as to class, &c.) *The above machinery has been mounted*

board under special survey in accordance with the Society's Rules and

Regulations. The workmanship quite satisfactory. All pipes, cocks, valves

and connections have been tested by hydraulic pressure in accordance with

the rules. The alignment of shafting carefully checked and found correct.

The main and all auxiliary machinery and their accessories have

officially tested at sea and found to be satisfactory.

The safety valves of air receivers were adjusted to 30 ATMs.

In my opinion this vessel's machinery is eligible to be entered

in the Register Book with notation of LMC. 4.34

Certificate (if required) to be sent to

The amount of Entry Fee ... £
Special ... £
Donkey Boiler Fee ... £
Travelling Expenses (if any) £

When applied for,

When received

Committee's Minute FRI 15 JUN 1934

Assigned

+ Lmb 4.34 20th 150th
oil in 2D
C.L.

Th. Probert
Engineer Surveyor to Lloyd's Register of Shipping



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