

Auxiliary REPORT ON OIL ENGINE MACHINERY.

No. 7981.

27 MAY 1929

17/5 1929. When handed in at Local Office

Port of

Registered at London Office

e of writing Report

 in Survey held at
Book.

Date, First Survey

28/7 1928

Last Survey

8/5 1927

Number of Visits 23

 117. on the ^{Single}
Twin ^{Triple}
Screw vessel.

"Laura Rita"

 Tons { Gross 5538.40
Net 3371.14

 Built at
Engines made at

By whom built % Burmeister & Wain.

Yard No. 553 When built 1929

By whom made % Hlebby Dieselmaschinen Fabrik

Engines No. 1613 When made 1928-29

By whom made

Boiler No. When made

Monkey Boilers made at

Owners Great Steam Ship Co. Inc.Port belonging to New York.

Horse Power

Is Refrigerating Machinery fitted for cargo purposes

No. Is Electric Light fitted yes.

Horse Power as per Rule

Trade for which vessel is intended

 L ENGINES, &c.—Type of Engines Vertical Diesel engines, trunk type 2 or 4 stroke cycle 4 Single or double acting single

 Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 310 mm Length of stroke 350 mm No. of cylinders 3 No. of cranks 3

 Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 360 mm Is there a bearing between each crank yes.

 Revolutions per minute 400 Flywheel dia. 1240 mm Weight 2710 kg Means of ignition compression Kind of fuel used crude oil

 Crank Shaft, dia. of journals as per Rule 162 mm Crank pin dia. 170 mm Crank Webs as per Rule 355 mm dia Thickness parallel to axis ✓

 as fitted 170 mm Mid. length thickness 75 mm Thickness around eye-hole ✓

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

 as fitted as fitted as fitted as fitted Is the { tube } shaft fitted with a continuous liner {

 Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule as fitted as fitted

 as fitted as fitted Thickness between bushes as per rule Is the after end of the liner made watertight in the

 Bronze Liners, thickness in way of bushes as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

 Propeller boss as per Rule 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 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

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

 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 How driven

 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

 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 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. No. of stages Diameters Stroke Driven by

 Auxiliary Air Compressors, No. 4 No. of stages 3 Diameters 315-285-78 mm Stroke 220 mm Driven by auxiliary engine.

 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 yes.

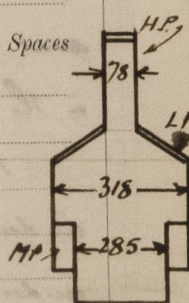
 Can the internal surfaces of the receivers be examined yes. What means are provided for cleaning their inner surfaces arrangement made for cleaning by steam.

 Is there a drain arrangement fitted at the lowest part of each receiver yes.

 High Pressure Air Receivers, No. 4 Cubic capacity of each 30 Litres Internal diameter 7 1/4" thickness 3/8"

 Seamless, lap welded or riveted longitudinal joint seamless Material mild steel Range of tensile strength 30.8-33 t. Working pressure by Rules 103 kg/cm² ✓

 Starting Air Receivers, No. ✓ Total cubic capacity ✓ Internal diameter ✓ thickness ✓

 Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓


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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 *yes.*
(If not, state date of approval)

Receivers *✓*

Separate Tanks *✓*

Donkey Boilers *yes.*

General Pumping Arrangements *yes.*

Oil Fuel Burning Arrangements *✓*

SPARE GEAR *as per separate list.*

The foregoing is a correct description,

HOLEBY DIESELMOTOR FABRIK

Manufacturer.

Dates of Survey while building
During progress of work in shops-- *28/7. 4/8. 8/8. 1/9. 2/10. 27/10. 27/11. 6/12. 1728; 2/1. 8/3. 1727.*
During erection on board vessel-- *4/3. 6/3. 14/3. 16/3. 22/3. 2/4. 10/4. 20/4. 2/5. 7/5. 8/5. 1727.*
Total No. of visits *23.*

Dates of Examination of principal parts—Cylinders *with* Covers *27/11. 6/12* Pistons *6/12* Rods *✓* Connecting rods *4/8. 1/9. 2/1.*
Crank shaft *10/10. 27/10. 27/11* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *✓* Tube shaft *✓*
Screw shaft *✓* Propeller *✓* Stern tube *✓* Engine seatings *17/2. 22/2* Engines holding down bolts *14/3. 16/3. 22/3*
Completion of fitting sea connections *✓* Completion of pumping arrangements *✓* Engines tried under working conditions *2/1. 7/5. 8/5.*
Crank shaft, Material *J. H. steel* Identification Mark *6/10-10-28 6/27-10-18* 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 *✓*

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 *✓*

Is this machinery duplicate of a previous case *yes.* If so, state name of vessel *M/S "Santa Cruz."*

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

The auxiliary engine as above described has been built under Special Survey and in accordance with the Society's Rules, the approved plan of crank shaft and the requirements contained in the Society's letter E dated 3-7-28.

The engine are each working a 100 kwh. dynamo, they have been fitted on board the vessel under an inspection and to our satisfaction, and on completion the engines were tested under full power working conditions and found satisfactory.

The material used for the construction of the engines has been examined and tested as required by the Rules and found good, and the workmanship is of good description throughout.

The amount of Entry Fee ... *£ 4. 40/-* When applied for, *7/2. 1927*
Special ...
Donkey Boiler Fee ... *£* When received, *12/2. 1927*
Travelling Expenses (if any) *106/-*

Committee's Minute

FRI. 31 MAY 1929

Assigned

See Spt. attached

A. O. Deane. C. L. Whiffers.
Engineer Surveyors to Lloyd's Register of Shipping.



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