

4b.

REPORT ON OIL ENGINE MACHINERY.

No. 42001

Received at London Office 2- APR 1949

Port of NEW YORK, NY.

Writing Report 19. When handed in at Local Office 19.

Survey held at BROOKLYN, NY.

Date, First Survey 14TH SEPT 48 Last Survey 16TH FEB 1949

Book.

Number of Visits 3

on the ^{Single} ~~Twin~~ ^{Triple} ~~Quadruple~~ Screw vessel M.V. LEONA EX LST No 180Tons { Gross -
Net -

at EVANSTON ILL By whom built MISSOURI VALLEY BRIDGE & IRON WORKS Yard No. 40 When built 1943-

es made at LA GRANGE ILL By whom made ELECTRO MOTIVE CORP DIVISION OF P. N 588

ey Boilers made at MILWAUKEE WISC By whom made GLEAVER-BROOKS CO Engine No. S. N 577 When made 1943-3

Horse Power 1800 Owners SHELL CARIBBEAN PETROLEUM CO Port belonging to MARACAIBO

Horse Power as per Rule 305. MN 316 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

for which Vessel is intended PETROLEUM IN BULK (CURACAO-MARACAIBO-CARIBBEAN SEA)

ENGINES, &c.—Type of Engines V TYPE VERTICAL DIESEL 12-567 ATL 2 or 4 stroke cycle 2 Single or double acting SINGLE

num pressure in cylinders Indicated Pressure Diameter of cylinders 8 1/2" Length of stroke 10" No. of cylinders 12 EACH No. of cranks 6

of bearings, adjacent to the Crank, measured from inner edge to inner edge CYLINDER 1-2.5+6 (P+S) 12 3/8" 3+4 (P+S) 13 1/16" Is there a bearing between each crank YES

utions per minute 744 CLUTCH Flywheel dia. 35" Weight 684 LBS Means of ignition COMPRESSION Kind of fuel used DIESEL

k { Solid forged as per Rule -
aft, { Semi-built dia. of journals as fitted 7 1/2" Crank pin dia. 6 1/2" Crank Webs Mid length breadth 10" Thickness parallel to axis -
All-built as fitted 7 1/2" Mid length thickness 2 9/16" Thickness around eyehole -

heel Shaft, diameter as per Rule - as fitted - Intermediate Shafts, diameter as per Rule - as fitted 5 3/4" Thrust Shaft, diameter at collars as per Rule - as fitted -

Shaft, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule - as fitted 6 1/8" Is the { tube } shaft fitted with a continuous liner { No

ze Liners, thickness in way of bushes as per Rule - as fitted - Thickness between bushes as per Rule - as fitted - Is the after end of the liner made watertight in the

ler boss YES If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

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 -

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

No If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 2-8 1/2"

eller, dia. 7'-0" Pitch A-583' No. of blades FOUR Material BRONZE whether Moveable SOLID Total Developed Surface 16.55 sq. feet

od of reversing Engines NON-REVERSIBLE Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of lubrication

D FEED Thickness of cylinder liners 3/8" Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with

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 -

ng Water Pumps, No. ONE FW 350 GPM EACH CENTIFUGAL Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES

Pumps worked from the Main Engines, No. NIL Diameter - Stroke - Can one be overhauled while the other is at work -

as connected to the Main Bilge Line { No. and Size TWO 250 GPM, TWO 1500 GPM, AND ONE 90 GPM: TWO 1750 GPM

How driven ELECTRIC MOTORS; TWO 175 BHP DIESEL UNITS

cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

ements Pumps, No. and size TWO 1500 GPM. ELE Power Driven Lubricating Oil Pumps including Spare Pump, No. and size THREE SERVICE 20 GPM ONE TRANSFER EACH

no independent means arranged for circulating water through the Oil Cooler YES Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces ER TWO 3" SPACES P+S TWO 2" TUNNELS FOUR 2" ALL TO 3" RANGE In Pump Room THREE 2" DIA

lds, &c. TANKS CENTER NO 1 TO 7 WINGS NO 1 TO 5 (P+S) ONE EACH; WINGS NO 6 & 7 (P+S) ONE EACH; BALLAST TANK ONE 6" FORE PEAK ONE 4" CHAM LOCKERS

(P+S) TWO 2" COFFERDAMS (AFT) P+S TWO 2" VOID SPACES FORD ONE 3" AND AFT ONE 2" 2ND DECK (AFT) SIX 2" HATS.

endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size TWO 4" DIA

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

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

l Sea Connections fitted direct on the skin of the ship NO ON BOXES OR SPOOLS Are they fitted with Valves or Cocks VALVES

ey 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 YES

ey 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 STEEL covering plate YES

pipes pass through the bunkers - How are they protected -

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

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

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

mpartment to another YES Is the Shaft Tunnel watertight YES Is it fitted with a watertight door No worked from -

ood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -

Air Compressors, No. NIL No. of Stages - Diameters - Stroke - Driven by -

ary Air Compressors, No. TWO No. of Stages TWO Diameters 2 1/2" + 4" Stroke 3" Driven by ELE MOTORS

Auxiliary Air Compressors, No. - No. of Stages - Diameters - Stroke - Driven by -

provision is made for first Charging the Air Receivers MAIN & AUXILIARY ENGINES, ELECTRIC STARTING MOTORS WITH BATTERY SETS FITTED

aging Air Pumps, No. TWO, EACH ENGINE Diameter POSITIVE DISPLACEMENT Stroke 1830 C.F.M. Driven by ME GEARS

ary Engines crank shafts, diameter as per Rule - as fitted MAIN BEARINGS 4 1/2"; CRANK PINS 3 1/2" DIA Position AUXILIARY MACH ROOM DIRECTLY ABOVE MAIN ER

be Auxiliary Engines been constructed under special survey U.S. NAVY & ABS Is a report sent herewith YES

014859-014872-0151

AIR RECEIVERS:—Have they been made under survey ABS + LR State No. of Report or Certificate LR - C-6357

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 No

Is a drain fitted at the lowest part of each receiver YES

CLUTCH PRESSURE

Injection Air Receivers, No. TWO

Cubic capacity of each CF

OUTSIDE diameter 16"

thickness ✓

Seamless, lap welded or riveted longitudinal joint WELDED

Material OH STEEL

Range of tensile strength 55000 PSI MIN Working pressure ✓

by Rules ✓

PUMPING ENGINES

Starting Air Receivers, No. ONE

Total cubic capacity 10 1/2 CF

Internal diameter 20"

thickness 2.50"

Actual 150

Seamless, lap welded or riveted longitudinal joint WELDED

Material OH STEEL

Range of tensile strength 55000 PSI MIN Working pressure ✓

by Rules ✓

IS A DONKEY BOILER FITTED? YES

If so, is a report now forwarded? YES

Is the donkey boiler intended to be used for domestic purposes only YES

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

Receivers YES

Separate Fuel Tanks ✓

Donkey Boilers YES

General Pumping Arrangements YES

Pumping Arrangements in Machinery Space YES

Oil Fuel Burning Arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied ✓

The foregoing is a correct description

Manufacturer.

Dates of Survey while building
During progress of work in shops ✓
During erection on board vessel ✓
Total No. of visits ✓

Dates of Examination of principal parts—Cylinders 22. 9. 48 Covers 22. 9. 48 Pistons 22. 9. 48 Rods ✓ Connecting rods 22. 9. 48

Crank shaft 22. 11. 48 Flywheel shaft ✓ Thrust shaft 22. 11. 48 Intermediate shafts 2. 1. 49 Tube shaft ✓

Screw shaft 2. 1. 49 Propeller P 27959 RH S Stern tube 2. 1. 49 Engine seatings 22. 11. 48 Engines holding down bolts 22. 11. 48

Completion of fitting sea connections ✓ Completion of pumping arrangements 3. 2. 49 Engines tried under working conditions 12. 2. 49

Crank shaft, Material OH STEEL Identification Marks P 27959 RH S Flywheel shaft, Material ✓ Identification Mark ✓

Thrust shaft, Material OH STEEL Identification Mark ✓ Intermediate shafts, Material OH STEEL Identification Marks ✓

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material OH STEEL Identification Marks P 27959 RH S

Identification Marks on Air Receivers SPARE LR 4034 MSK

FOR PUMPING ENGINE LR 3195 GN 11-16-48 TP 500 WP 250

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 ✓

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 MV LUISA

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel was constructed under the supervision + to the requirements of the American Bureau of Shipping + U.S. Navy. The condition + standard of workmanship are considered good + satisfactory.

The main + auxiliary machinery of this vessel has been examined through + placed in good condition (see Rpt of). The machinery has been subjected to full speed trial + found satisfactory. all governors tried out.

The machinery of this vessel is eligible in our opinion to be classed with Society with a record of LMC 2-49 + the notation Dashed shafts (P+S) new 1-49. DBS 12. 48

The amount of Entry Fee £ ✓ : When applied for,

Special £ ✓ : 19.

Donkey Boiler Fee £ ✓ : When received,

Travelling Expenses (if any) £ ✓ : 19.

Bloomfield for M.S. Keller + self
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute NEW YORK MAR 16 1949 JRP

Assigned L MC-2, 49.



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