

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office FEB 11 1938

of writing Report 10-1-1938 When handed in at Local Office 10 Port of ROTTERDAM
 in Survey held at ROTTERDAM Date, First Survey 12-1-37 Last Survey 14-1-1938
 g. Book. on the TWIN SCREW STEAMER OJEDA (Number of Visits 62)
 alt at ROTTERDAM By whom built ROTT. DROOGD. MY Yard No. 199 Tons { Gross 2815
 engines made at ROTTERDAM By whom made ROTT. DROOGD. MY Engine No. 119/20 When built 1937
 ilers made at " By whom made " " " Boiler No. 54/41 When made 1937
 istered Horse Power Owners THE CARIBBEAN PETROLEUM CO. LTD Port belonging to MARACAIBO
 Horse Power as per Rule 366 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 de for which Vessel is intended OIL IN BULK

WILKES, & Co. Description of Engines TRIPLE EXPANSION Revs. per minute 175
 of Cylinders 300 x 635 x 1020 Length of Stroke 700 No. of Cylinders 2 x 3 - 6 No. of Cranks 2 x 3 - 6
 ank shaft, dia. of journals as per Rule 210 Crank pin dia. 210 Crank webs Mid. length breadth 400 Thickness parallel to axis 190
 as fitted 210 Mid. length thickness 140 Thickness around eye-hole 93
 rmediate Shafts, diameter as per Rule 196 Thrust shaft, diameter at collars as per Rule 210
 as fitted 196 as fitted 210
 e Shafts, diameter as per Rule 210 Is the { tube } shaft fitted with a continuous liner { YES }
 as fitted 210 as fitted 210
 ze Liners, thickness in way of bushes as per Rule 16 Thickness between bushes as per Rule 15
 as fitted 16 as fitted 15 Is the after end of the liner made watertight in the
 elli 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
 e 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 NO
 wo liners are fitted, is the shaft lapped or protected between the liners NO Is an approved Oil Gland or other appliance fitted at the after end of the tube
YES If so, state type VICKERS Length of Bearing in Stern Bush next to and supporting propeller 874
 peller, dia. 2900 Pitch 2410 No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface 2975 sq. M.
 d Pumps worked from the Main Engines, No. 2 Diameter 170 Stroke 120 Can one be overhauled while the other is at work YES
 ge Pumps worked from the Main Engines, No. 2 Diameter 170 Stroke 120 Can one be overhauled while the other is at work YES
 ed { No. and size 2 x 8 x 10 1/2 x 22 x 10 7/8 x 15 Pumps connected to the { No. and size 2 x 170 x 119 8 x 10 x 10 7 1/2 x 5 x 6 }
 aps { How driven STEAM STEAM Main Bilge Line { How driven By MAIN ENGINE STEAM STEAM }
 last Pumps, No. and size ONE 8 x 10 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size 2
 two independent means arranged for circulating water through the Oil Cooler NO Suctions, connected to both Main Bilge Pumps and Auxiliary
 e Pumps;—In Engine and Boiler Room 4 x 80 mm 1 x 150 mm
 Pump Room 2 x 50 1 x 100 In Holds, &c. 3 x 80 mm 1 x 50 mm 1 x 50 mm 1 x 50 mm

In Water Circulating Pump Direct Bilge Suctions, No. and size ONE 150 mm Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size 1 x 150 mm Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES
 the Bilge Suctions in the Machinery Space led 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 Both
 they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES Are the Overboard Discharges above or below the deep water line above
 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 None How are they protected NO
 at pipes pass through the deep tanks None Have they been tested as per Rule NO
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES
 he 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
 apartment to another YES Is the Shaft Tunnel watertight None Is it fitted with a watertight door NO worked from NO

IN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6540
 Forced Draft fitted YES No. and Description of Boilers 2 Babcock & Wilcox WT. Working Pressure 180 lb
 A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 A DONKEY BOILER FITTED? NO If so, is a report now forwarded? YES
 the donkey boiler intended to be used for domestic purposes only YES

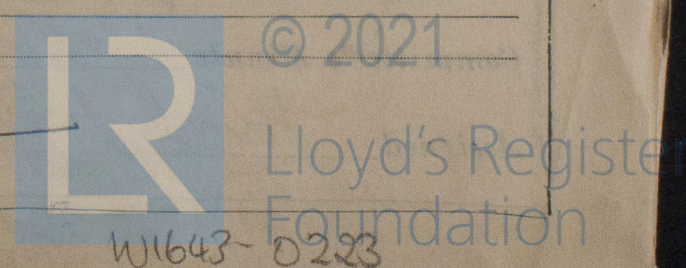
PLANS. Are approved plans forwarded herewith for Shafting Retained Main Boilers 22.12.36 Auxiliary Boilers NO Donkey Boilers NO
 (If not state date of approval) 16.2.37
 perheaters NO General Pumping Arrangements 14.8.37 Oil fuel Burning Piping Arrangements NO

SPARE GEAR.

is the spare gear required by the Rules been supplied YES
 the principal additional spare gear supplied one main shaft, one crankshaft and a full set of spare
parts for all auxiliaries

The foregoing is a correct description,

A. Mape
 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
Pistons
Piston Rods
Connecting rods
Crank shaft
Thrust shaft
Intermediate shafts
Tube shaft
Screw shaft
Propeller
Stern tube
Engine and boiler seatings
Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements
Boilers fixed
Engines tried under steam
Main boiler safety valves adjusted
Thickness of adjusting washers
Crank shaft material
Identification Mark
Thrust shaft material
Identification Mark
Intermediate shafts, material
Identification Marks
Tube shaft, material
Identification Mark
Screw shaft, material
Identification Mark
Steam Pipes, material
Test pressure
Date of Test
Is an installation fitted for burning oil fuel
Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo
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

General Remarks (State quality of workmanship, opinions as to class, &c.)
and fitted in accordance with the approved plans, Society's Rules and Secretary's letters, material tested as required and workmanship good. The whole was found in a good working condition during a trial trip on the North Sea and I am of opinion that the vessel is eligible to be recorded in the Society's Register Book with Lloyds + LMC 1-38. C.L. 09. fitted for burning oil fuel

The amount of Entry Fee ...
Special ...
Donkey Boiler Fee ...
Travelling Expenses (if any) ...
When applied for, ...
When received, ...

Committee's Minute
Assigned
FRI. 25 FEB 1938
+ Lmb. 1.38
2 W.T.D.B.
Jett. for oil fuel re
J.D. Ch.

Y.Y. Schoor
Engineer Surveyor to Lloyd's Register of Shipping.