

# 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)

built at ROTTERDAM. By whom built ROTT. DROOGD. M.Y. Yard No. 199. When built 1937

Engines made at ROTTERDAM. By whom made ROTT. DROOGD. M.Y. Engine No. 219/20 When made 1937

Boilers made at " By whom made " " " Boiler No. 541/42 When made 1937

Registered 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

Use for which Vessel is intended OIL IN BULK

MAKERS, &c. Description of Engines TRIPLE EXPANSION <sup>15 3/8 x 25 x 40 3/16</sup> <sup>27 9/16</sup>

No. 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 Revs. per minute 175

Crank shaft, dia. of journals as per Rule 210 mm. Crank pin dia. 210 mm. Crank webs Mid. length breadth 400 mm. Thickness parallel to axis 190 mm. as fitted 210 Mid. length thickness 140 shrunk Thickness around eye-hole 93 mm.

Intermediate Shafts, diameter as per Rule 196 mm. as fitted 196 mm. Thrust shaft, diameter at collars as per Rule 210 mm. as fitted 210 mm.

Propeller Shafts, diameter as per Rule 218 mm. as fitted 218 mm. Is the tube/screw shaft fitted with a continuous liner YES

Size Liners, thickness in way of bushes as per Rule 16 mm. as fitted 16 mm. Thickness between bushes as per Rule 15 mm. as fitted 15 mm. Is the after end of the liner made watertight in the collar 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

Does the liner do 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

Are two liners fitted, is the shaft lapped or protected between the liners YES If so, state type VICKERS

Is an approved Oil Gland or other appliance fitted at the after end of the tube YES

Length of Bearing in Stern Bush next to and supporting propeller 874 mm.

Propeller, dia. 2900 Pitch 2410 No. of Blades 4 Material BRONZE whether Moveable NO Total Developed Surface 2.975 sq. M

Main Pumps worked from the Main Engines, No. 2 Diameter 170 mm. Stroke 120 mm. Can one be overhauled while the other is at work YES

Auxiliary Pumps worked from the Main Engines, No. 2 Diameter 170 mm. Stroke 120 mm. Can one be overhauled while the other is at work YES

Number and size of pumps 2, 2, 8 x 10 1/2 x 22, 10 7/8 x 16 1/2 x 15 Pumps connected to the Main Bilge Line No. and size 2, 2, 170 x 119, 8 x 10 x 10, 4 1/2 x 5 x 6

How driven STEAM STEAM MAIN ENGINE STEAM STEAM

Number and size of Main Pumps ONE 8 x 10 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size 2

Are two independent means arranged for circulating water through the Oil Cooler YES

Suctions, connected to both Main Bilge Pumps and Auxiliary Pumps;—In Engine and Boiler Room 4, 2, 80 mm, 1, 150 mm

Pump Room 1, 50 mm top forepeak 1, 100 mm In Holds, &c. 3, 2, 90 mm in forehold 1, 50 mm fore pump room

Water Circulating Pump Direct Bilge Suctions, No. and size ONE 150 mm

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES

Are 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

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

Are 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

Are 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

Do any pipes pass through the bunkers NONE How are they protected

Do any pipes pass through the deep tanks NONE 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 YES

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 YES

Is the Shaft Tunnel watertight NONE Is it fitted with a watertight door

MAIN 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

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO 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 Retained Main Boilers 22.12.36 Auxiliary Boilers Donkey Boilers

(If not state date of approval) 16.2.37

Superheaters General Pumping Arrangements 14.8.37 Oil fuel Burning Piping Arrangements

## SPARE GEAR.

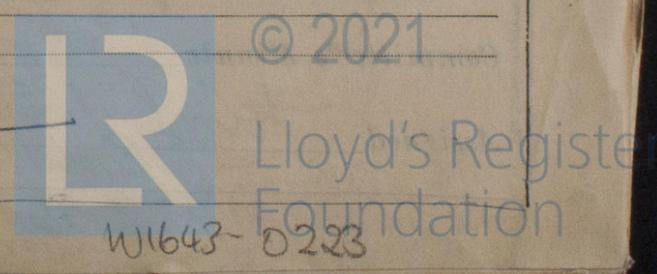
Is the spare gear required by the Rules been supplied YES

Is the principal additional spare gear supplied One main shaft, one crankshaft and a full set of spare parts for all auxiliaries

Tons  
38.  
105.  
29.  
121.  
307.

The foregoing is a correct description,

DE ROTTERDAMSCHER DROOGDOEK M.I.J.  
Directeur  
A. Knape  
Manufacturer.



Dates of Survey while building

During progress of work in shops -- 14/12, 15/12, 18/12, 19/12, 20/12, 21/12, 22/12, 23/12, 24/12, 25/12, 26/12, 27/12, 28/12, 29/12, 30/12, 31/12, 1/1, 2/1, 3/1, 4/1, 5/1, 6/1, 7/1, 8/1, 9/1, 10/1, 11/1, 12/1, 13/1, 14/1, 15/1, 16/1, 17/1, 18/1, 19/1, 20/1, 21/1, 22/1, 23/1, 24/1, 25/1, 26/1, 27/1, 28/1, 29/1, 30/1, 31/1

During erection on board vessel -- 7/1, 8/1, 9/1, 10/1, 11/1, 12/1, 13/1, 14/1, 15/1, 16/1, 17/1, 18/1, 19/1, 20/1, 21/1, 22/1, 23/1, 24/1, 25/1, 26/1, 27/1, 28/1, 29/1, 30/1, 31/1

Total No. of visits 62

Dates of Examination of principal parts—Cylinders 18/12, 19/12, 20/12, 21/12, 22/12 Slides 30/12, 31/12 Covers 1/1, 2/1

Pistons 26/12, 27/12, 28/12 Piston Rods 1/1, 2/1 Connecting rods 15/1, 16/1, 17/1, 18/1

Crank shaft 14/12, 15/12, 16/12, 17/12, 18/12, 19/12, 20/12 Thrust shaft 7/1, 8/1 Intermediate shafts 7/1, 8/1

Tube shaft - Screw shaft 7/1, 8/1, 18/11 Propeller 18/11

Stern tube 27/1, 28/1 Engine and boiler seatings - Engines holding down bolts 30/12

Completion of fitting sea connections 7/12

Completion of pumping arrangements 8/1, 30 Boilers fixed 30/12 Engines tried under steam 11/1, 30

Main boiler safety valves adjusted 7/1, 30 Thickness of adjusting washers JB JB 3/8 inch PORT SB 9/8 inch

Crank shaft material S.M. Steel Identification Mark LLOYD'S N. 1043 Thrust shaft material S.M. Steel Identification Mark JB 2204

Intermediate shafts, material S.M. Steel Identification Marks LLOYD'S N.B. 2207, 2208 Tube shaft, material - Identification Mark JB 2204

Screw shaft, material S.M. Steel Identification Mark LLOYD'S N.B. 2207, 2208 Steam Pipes, material Steel Test pressure 540 lb Date of Test 24/12

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of the Rules for the use of oil as fuel been complied with Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo OIL 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 No

Is this machinery duplicate of a previous case Yes (If so, state name of vessel "RAMONA")

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery has been made 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 LLOYD'S + L.M.C. 1-38. C.L. 09. fitted for burning oil fuel

Certificate to be sent to Rotterdam Surveyors

The amount of Entry Fee ... £ 60.00 When applied for, 10. 2. 1938

Special ... £ 950.80

SPARE CRANK SHAFT Donkey Boiler Fee ... £ 25.00

Travelling Expenses (if any) £ 33.00 When received, 3. 3. 1938

*J. Y. Schoo*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 FEB 1938

Assigned *Lmb. 1. 38*  
*W.T.D.*  
 Fitt. for oil fuel re  
*J.D. Ch.*



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