

# REPORT ON OIL ENGINE MACHINERY.

No. 23604

Received at London Office 10 APR 1935

4b.

Writing Report 8-4-1935 When handed in at Local Office

Port of Rotterdam

Survey held at Schiedam

Date, First Survey 7-4-34

Last Survey 3-4-1935

Number of Visits 80

Single  
on the Twin  
Triple  
Quadruple

Screw vessel

"RAPANA"

Tons Gross 7986  
Net 4754

Schiedam

By whom built Messrs. Milton Fynbo

Hard No. 654 When built 1934-35

made at Schiedam

By whom made ditto

Engine No. 1053 When made 1934-35

Boilers made at Rotterdam

By whom made Messrs. Rott Drogdelt

Boiler No. 965 When made 1934

Horse Power 3500

Owners Petroleum By Lea Corana

Port belonging to's Gravenhage

Horse Power as per Rule 502

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

for which vessel is intended

Ocean going Tanker

25-18

55-8

ENGINES, &c.—Type of Engines H. A. N. Heavy oil engine or 4 stroke cycle 4 Single or double acting single

pressure in cylinders 45 kg

Diameter of cylinders 650 mm

Length of stroke 1400 mm

No. of cylinders 8

No. of cranks 8

bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm

Is there a bearing between each crank yes

as per minute 120

Flywheel dia. 2100 mm

Weight 5500 kg

Means of ignition Compression

Kind of fuel used Heavy oil 290 as journal 267 as pin

shaft, dia. of journals

as per Rule 460 mm

Crank pin dia. 460 mm

Crank Webs

Mid. length breadth

shrunk

Thickness parallel to axis 209 mm

1 Shaft, diameter

as per Rule 460 mm

Intermediate Shafts, diameter

as per Rule 324

Thrust Shaft, diameter at collars

as per Rule 460 mm

shaft, diameter

as per Rule 460 mm

Screw Shaft, diameter

as per Rule 400 mm

Is the screw

shaft fitted with a continuous liner yes

Liners, thickness in way of bushes

as per Rule 20 mm

Thickness between bushes

as per rule 15 mm

Is the after end of the liner made watertight in the

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

er 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 Tight fit

ners 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

20 If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 1390 mm

er, dia. 4575 mm

Pitch 3660 mm

No. of blades 4

Material Bronze whether Moveable no

Total Developed Surface 71.44 sq. feet

of reversing Engines Direct

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Means of lubrication

2 Thickness of cylinder liners 45 mm

Are the cylinders fitted with safety valves yes

Are the exhaust pipes and silencers water cooled or lagged with

acting material both

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Tunnel

Water Pumps, No. 4 2 for pistons

Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

pumps worked from the Main Engines, No. 2

Diameter Centrifugal

Can one be overhauled while the other is at work yes

connected to the Main Bilge Line

No. and Size 2 a 35 tons one 8" x 8" x 10" one centrifugal 200 tons

Pumps, No. and size one 8" x 8" x 10"

Lubricating Oil Pumps, including Spare Pump, No. and size 2 one 8" x 8" x 10" 50 tons

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 one 125 mm

three 90 mm, one 100 mm In Pump Room 1 x 80 each

, etc. 2 in forehold above deep tank 50 mm in four cofferdam 3 a 70 mm

for tank deck above F.P. one 50 mm

ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 200 mm

Are the Bilge Suctions in the Machinery Spaces

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes

Are they fitted with Valves or Cocks Both

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

Are the Overboard Discharges above or below the deep water line above

sea Connections fitted direct on the skin of the ship yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate yes

fixed sufficiently high on the ship's side to be seen without lifting the platform plates yes

How are they protected controlled valves each end from deck, stub pipe

each fitted with a Discharge Valve always accessible on the plating of the vessel yes

Have they been tested as per Rule

oes pass through the bunkers suction to cofferdam

How are they protected controlled valves each end from deck, stub pipe

oes pass through the deep tanks none

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

angement 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

ment to another yes Is the Shaft Tunnel watertight Engine Is it fitted with a watertight door aft worked from

od vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Steel tanker

Air Compressors, No. none No. of stages Diameters Stroke Driven by

ary Air Compressors, No. two No. of stages 2 Diameters 206 mm Stroke 160 mm Driven by Steam

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

aging Air Pumps, No. Diameter Stroke Driven by

ary Engines crank shafts, diameter as per Rule Please see from Rep No. 1 Position Starboard side

as fitted 110 mm No. 13326

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes

e internal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes

Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

ss, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules 2020

ng Air Receivers, No. 2 Total cubic capacity 8.20 cu ft Internal diameter 1495 mm thickness 21 mm

ss, lap welded or riveted longitudinal joint 3 x D butt Material S.E.L. Range of tensile strength 30-34 Working pressure by Rules Lloyd's Register

Foundation

003824-003831-0161



IS A DONKEY BOILER FITTED?

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 28-5-34, 11-5-34 Receivers 28-4-34 Separate Tanks 29-1-35  
(If not, state date of approval) 6-10-34

Donkey Boilers *Ans Surveyor* General Pumping Arrangements 10-11-34 Oil Fuel Burning Arrangements 10-11-34

### SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

*One screw shaft, one iron propeller, one crosshead, one piston rod, one connecting rod, two liners, one main bearing brass, one set of crosshead brasses, one coding bundle of tubes.*

The foregoing is a correct description,

Manufacturer.

WILTON-FIJENOORD.

*W. Wilton's Machinefabriek en Scheepswerf  
(N.V.) O.M. Engineering & Shipway Co.  
Mitsubishi Dock & Shipyard Co. Ltd.  
N.V. Wilton's Machinefabriek en Scheepswerf*

Dates of Survey while building  
During progress of work in shops-- 1934. 7/4-2-11-17-24-29-30/5 4-6-7-13-20-26/1 3-4-10-13-17/2 6-13-15-22-28-29  
During erection on board vessel--- 3-4-6-8-11-20-24-25-26-29/9 3-9-11-15-29/6 10-23-24-25-26-29/10 5-6-7-13-15-22/11  
Total No. of visits 80

Dates of Examination of principal parts—Cylinders 19-29/10 Covers 19-29/10 Pistons 2/5-29/10-34 Rods 2/5-34 Connecting rods 2/5-15/10-34

Crank shaft *Copenhagen* Flywheel shaft 26-9-34 Thrust shaft 26-9-34 Intermediate shafts 13-6-34 Tube shaft ✓

Screw shaft 26 1/2 - 24/10-34 Propeller 5-11-34 Stern tube 3-10-34 Engine seatings *Tanktop* Engines holding down bolts 19/1-25/1-35

Completion of fitting sea connections 15-11-34 Completion of pumping arrangements 28-2-35 Engines tried under working conditions 3-4-35

Crank shaft, Material *Sc* Identification Mark *LL 2162 L.J. 9-7-34* Flywheel shaft, Material *Sc* Identification Mark *LL 2164 H.O. 10-X-34*

Thrust shaft, Material *Sc* Identification Mark *LL 476 AB 16-9-34* Intermediate shafts, Material *Sc* Identification Marks *LL 811 AB 24-10-34*

Screw shaft, Material *Sc* Identification Mark *LL 809 AB 24-10-34* Spare screw shaft, Material *Sc* Identification Mark *LL 810 AB 24-10-34*

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 *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 *Not required*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *Sunetta, Rot. Rep. No. 23510*

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 letter, material tested*

*as required and workmanship good. The machinery*

*has been tested during a trial trip and was found*

*working and satisfactory and*

*in my opinion eligible to be recorded in the*

*Society's Register Book with + L.M.C. 4-35 Oil Eng*

*T.S. C.L.*

The amount of Entry Fee .. £ 72.-

Special .. £ 1201.-

Donkey Boiler Fee .. £ 100.80

Travelling Expenses (if any) £ 4.6.

When applied for,

6.4.1935

When received,

14.5.1935

Committee's Minute

Assigned

FRI. 12 APR 1935

*+ Lmb 4.35 DB 188th  
Oil Eng*

Engineer Surveyor to Lloyd's Register of Shipping.



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