

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 10 Port of Rotterdam

Survey held at Schiedam Date, First Survey 7-4-34 Last Survey 3-4-1935 Number of Visits 80

on the ^{Single} ~~Triple~~ ~~Quadruple~~ Screw vessel "RAPANA" Tons { Gross 7986 Net 4754

Schiedam By whom built Messrs. Milton Fynon 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 No. 965 When made 1934

Horse Power 3500 Owners Petroleum by La Corona Port belonging to's Copenhagen

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 9/16" 55 1/2"

ENGINES, &c. Type of Engines H.A.N. Heavy oil ^{charged} 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 cc-journal 267 cc-pipe

shaft, dia. of journals as per Rule 460 mm as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 209 mm Mid. length thickness Thickness around eye-hole 206 204

1 Shaft, diameter as per Rule 460 mm as fitted 460 mm Intermediate Shafts, diameter as per Rule 324 mm as fitted 470 mm Thrust Shaft, diameter at collars as per Rule 460 mm as fitted 460 mm

shaft, diameter as per Rule 460 mm as fitted 460 mm Screw Shaft, diameter as per Rule 400 mm as fitted 400 mm Is the shaft fitted with a continuous liner yes

Liners, thickness in way of bushes as per Rule 20 mm as fitted 20 mm Thickness between bushes as per rule 15 mm Is the after end of the liner made watertight in the boss yes

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 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

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 ton one 8" x 8" x 10" one centrifugal 200 ton

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" - 60 ton

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 200 mm In Pump Room 1 x 80 each

, &c. 2 in forehold above deep tank 50 mm in fore hold 3 a 70 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

sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both

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 above

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

oes pass through the bunkers suction to cofferdam How are they protected controlled valves each end from deck; steel pipe

oes pass through the deep tanks none Have they been tested as per Rule yes

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 Engines 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 1 Diameters 206 mm Stroke 160 mm Driven by Steam

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

nging Air Pumps, No. 1 Diameter 110 mm Stroke 110 mm Driven by Steam

ary Engines crank shafts, diameter as per Rule 110 mm as fitted 110 mm No. 13326 Position - Starboard side

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

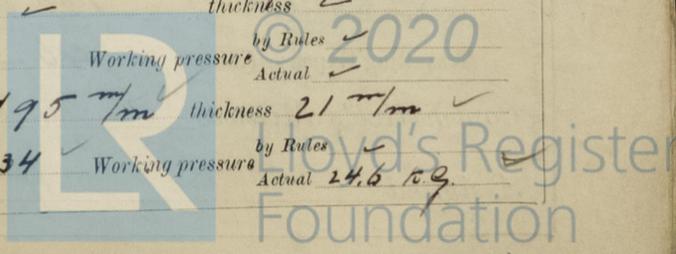
e internal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes

Pressure Air Receivers, No. 1 Cubic capacity of each 3.20 cu ft Internal diameter 1495 mm thickness 21 mm

ss, lap welded or riveted longitudinal joint Material Sell Range of tensile strength 30-34 Working pressure Actual 24.5 kg

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 Sell Range of tensile strength 30-34 Working pressure Actual 24.5 kg



003824-003831-0161

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? *No*

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? *Yes*

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 brackets, one coding bundle of tubes.*

The foregoing is a correct description,

WILTON-FIJENOORD.
G.V. WILTON's Machinefabriek en Scheepswerf
(Incorporated in the Netherlands)
Wilton's Engineering & Shipway Co.
Wiltshaven 1000 Scheepswaagweg
Wiltshaven 11, V.

Manufacturer.

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 20-23-24-25-26-29/10 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 6-9-34* 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 *S 16* Identification Mark *LL 2162 L.J. 9-7-34* Flywheel shaft, Material *S 16* Identification Mark *LL 2164 H.O. 10-X-34*
Thrust shaft, Material *S 16* Identification Mark *LL 776 AB 16-9-34* Intermediate shafts, Material *S 16* Identification Marks *LL 811 AB 24-10-34*
Screw shaft, Material *S 16* Identification Mark *LL 809 AB 24-10-34* Spare screw shaft, Material *S 16* Identification Mark *LL 776 AB 26-9-34*

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, Rotterdam 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 maintaining satisfactorily 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.-* When applied for, *6.4.1935*
Special ... £ *120.-*
Donkey Boiler Fee ... £ *100.80* When received, *14.5.1935*
Travelling Expenses (if any) £ *4.6.*

Committee's Minute *FRI. 12 APR 1935*
Assigned *+ Lmb 4.35 D.B. 188th Oil Eng*

A.P. Pijls
Engineer Surveyor to Lloyd's Register of Shipping.
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Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

If not, state whether, and when, one will be sent?
Is a Report also sent on the Part of the Ship?