

# REPORT ON OIL ENGINE MACHINERY.

No. 9336

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Writing Report 9/10 19 52 When handed in at Local Office 9/10/1952 Port of SINGAPORE

Survey held at SINGAPORE Date, First Survey 7-7-51 Last Survey 20-9-1952 19

Number of Visits (During CS Cycle) 7765

on the ~~Single~~ ~~Triple~~ ~~Quadruple~~ Screw vessel Motor Vessel "ORESTES" Tons Gross 7765 Net 4737

BELFAST By whom built WORKMAN, CLARK & CO., LTD. Yard No. - When built 1926

made at COPENHAGEN By whom made AKT. BURMEISTR & WAIN Engine No. 486 When made 1926

Boilers made at ANNAN By whom made COCHRAN & CO., LTD. Boiler No. 9767 When made 1926

orse Power 6000 6600 1320 Owners OCEAN S.S. CO. LTD. (A. HOLT & CO) Port belonging to LIVERPOOL

over as per Rule 1200 1320 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

or which vessel is intended FOREIGN

GINES, &c. — Type of Engines BURMEISTR & WAIN (Converted from Blast to Solid Injection) 2 or 4 stroke cycle 4 Single or double acting Single

m pressure in cylinders 570 lb Diameter of cylinders 740 mm Length of stroke 1500 mm No. of cylinders 8 No. of cranks 8

ndicated Pressure 92 lb Ahead Firing Order in Cylinders P 14738526 S 16258374 Span of bearings, adjacent to the crank, measured

ner edge to inner edge 1000 mm. 998 Is there a bearing between each crank Yes Revolutions per minute 110 114

ing Wheel) el dia. 2134 mm Weight 1.8 tons Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) - Means of ignition Compr. Kind of fuel used Diesel

~~Solid forged~~ ~~Semi built~~ ~~All built~~ dia. of journals as per Rule 486 mm as fitted 486 mm Crank pin dia. 486 mm Crank webs Mid. length breadth 845 mm Thickness parallel to axis 285 mm

Mid. length thickness 300 mm shrunk Thickness around eyehole 310 mm

el Shaft, diameter as per Rule 400 mm Intermediate Shafts, diameter as per Rule 381 mm Thrust Shaft, diameter at collars as fitted 400 mm

as fitted 400 mm as per Rule 400 mm

shaft, diameter as per Rule - Screw Shaft, diameter as fitted 16 1/2" & 16 5/8" Is the ~~tube~~ screw shaft fitted with a continuous liner Yes

Liners, thickness in way of bushes as per Rule 7/8" Thickness between bushes as fitted 25/32" Is the after end of the liner made watertight in the

er 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

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-

ve - If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after

ube shaft No If so, state type - Length of bearing in Stern Bush next to and supporting propeller 76" ✓

ler, dia. 14'-9" Pitch 15'-0" No. of blades 4 Material Bronze whether moveable Yes Total developed surface 720 sq. feet

t of inertia of propeller (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) - Kind of damper, if fitted -

d of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of

tion Press Thickness of cylinder liners - Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

ed with non-conducting material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

the engine - Cooling Water Pumps, No. 2-2-2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

umps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -

connected to the Main Bilge Line (No. and size Ballast Pump (45HP), Fire/Bilge (30HP), Fire/Bilge (30HP), Emer. Bilge (12HP)

How driven All Electric Motor Driven

ooling 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 1 @ 45HP Elect. Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 @ 38HP Elect.

Independent means arranged for circulating water through the Oil Cooler Yes ✓ Suctions, connected to both main bilge pumps and auxiliary

umps, No. and size: — In machinery spaces 1-3 1/2"; 3-4 1/2"; 1-8 1/2". Ford Tunnel 1-3 1/2" In pump room -

s, &c. No. 1, 2, 3 1/2"; No. 2, 4, 3 1/2"; No. 3, 1-3 1/2"; No. 4, 1-3 1/2"; No. 5, 1-3 1/2"; No. 6, 1-3 1/2"; Tunnel Well 1-3 1/2"

ndent Power Pump Direct Suctions to the engine room bilges, No. and size 1-11"; 1-8 1/2"; 3-4 1/2".

the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes ✓ Are the bilge suctions in the machinery spaces led from easily

le mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. Yes

Discharge Valves, Skin Boxes Are they fitted with valves or cocks Valves and Cocks ✓ Are they fixed

utly 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 Below

y 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

ipes pass through the bunkers. Pipe Tunnel ✓ How are they protected -

ipes 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 ✓

rrangement 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

or from one compartment to another. Yes ✓ Is the shaft tunnel watertight Yes ✓ Is it fitted with a watertight door Yes ✓ Above Freeboard Deck

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

Air Compressors, No. - No. of stages - diameters - stroke - driven by -

ry Air Compressors, No. 4 ✓ No. of stages 2 diameters 285-318 stroke 220 driven by Direct Coupled Generators

Auxiliary Air Compressors, No. 1 ✓ No. of stages 2 diameters 1 5/8"-4.3/16" stroke 4" driven by Stn. Engine

rovision is made for first charging the air receivers. Steam Driven Auxiliary Compressor

ging Air Pumps, No. - diameter - stroke - driven by -

ry Engines crank shafts, diameter as per Rule - Journals 170mm, Pins 190mm. Position No. 1 PA, No. 2 PF, No. 3 SF, No. 4 SA

re auxiliary engines been constructed under special survey. - Is a report sent herewith Previously Reported

003875-003883-0074



PLANS. Are approved plans forwarded herewith for shafting..... Receivers..... Separate fuel tank.....  
(If not, state date of approval)

Donkey boilers..... General pumping arrangements..... Pumping arrangements in machinery space.....

Oil fuel burning arrangements.....

Have Torsional Vibration characteristics been approved..... Date of approval.....

Has the spare gear required by the Rules been supplied.....-

State the principal additional spare gear supplied.....-

*Manufacturer.*

**General Remarks** (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been opened and examined in accordance with the requirements for Machinery Special Survey (Continuous Survey). The materials used, the construction and workmanship of the machinery appears to be in good, and efficient condition. In my opinion, the machinery is eligible for Classification, if or when the Committees requirements for Classification have been completed.

Committee's Minute  
Assigned

Engineer Surveyor to Lloyd's Register of Ships to

Lloyd's Register  
Foundation