

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

19 MAY 1952

Date of writing Report 17th April 1952 When handed in at Local Office 19 Port of Amsterdam

No in Reg. Book. Survey held at Amsterdam Date. First Survey 2nd Febr. Last Survey 5th April 1952

41291 on the Machinery of the Wood, Iron or Steel Steamer "OILSTREAM" now "VR1551" (No. of Visits 29)

Gross 3846 Vessel built at Thiel By whom Jed. Huys, M.G. Year. Month. 1922

Net 2110 Engines made at By whom When 1922

Nominal Horse Power 1450 Boilers, when made (Main) 1922 (Donkey)

No. of Main Boilers 2 Owners Sojorika S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

No. of Donkey Boilers 1 Managers Ships Finance & Management Co. Ltd. Port London Voyage Rotterdam

Steam Pressure— in Main Boilers 205 lb Surveyed Afloat and in Dry Dock Amst. Droogdok. Mij. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. Port { Repairs and Conversions }

Particulars of Examination and Repairs (if any) { Cond. M.B.S. }

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined ✓

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? yes

" " Donkey " " " ✓

If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

State latest date of internal examination of each boiler Port and Starboard boilers 7-2-52 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 205 lb

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

Has shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the stern bush 2 3/4 in Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Vessel placed in dry dock.

Propeller and outside fastenings examined. Found Tailshaft not rather corroded. Although being in a efficient condition at present, it is recommended that same be renewed at next tailshaft survey.

Seaconnections opened out, examined and found or made in order.

MAIN ENGINE: Crankshaft clockganged and found readings satisfactory.

Engine entirely opened out, all parts as cylinders, slide valves and chests, cyl. covers, pistons with pistonrods, crosshead with crosspins and topend bearings, guides and guideshoes, connecting rods, link motion gear, crankshaft with bottom end bearings and main bearings, eccentric sheaves and straps, reversing engine, and M.E. driven pump, feed and bilge ram pumps examined, and found or brought in efficient condition.

Please see continuation sheet.

General Observations, Opinion, and Recommendation.—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, &LMC 9,11 or CS 3,34 140 lb., FD, &c.)

The machinery being in a good condition, I am of opinion that same is eligible to remain as classed with fresh record of M.B.S. 4.52

Survey Fee (per Section 29) £ 650.- Fees applied for 10.4.52

Special Damage or Repair Fee (if any) £ 70.- Received by me, 19

(per Section 29.) Conversion £ 200.-

Travelling expenses (if chargeable) £ 82.-

Committee's Minute FRI. 12 SEP

Assigned See Ans 18401

[Signature]

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Port of Amsterdam

Continuation of Report No. 18261 dated

17th April 1952 on the

Route. Machinery 3/4 tanker "Oilstream".

The following repairs are carried out:

H.P. crosshead - crosspins skimmed and top end bearings re-metalled.
I.P. guide shoe - re-metalled. Air pump - piston rod skimmed and rebushed.
Ran feed pumps - Both delivery valve chests renewed.

M.E. holding down bolts tested and tightened up where necessary.
Main Thrust block opened out, examined and found or brought with Thrust shaft and bearings in efficient condition. Pads of ahead face re-metalled. Holding down bolts and chock keys renewed.

Intermediate shaft examined and found with bearing in good condition. Alignment of straight shafting verified and found satisfactory.

All auxiliaries as enumerated below, opened out, all parts examined and found or brought in efficient condition.

Steering engine with telemotor transmitter and receiver - Main circulating pump with engine - Fan engine - F.O. Transfer pump - (Duplex) - Both F.O. burning pumps (Weir) - Aft feed pump (Weir) - Both dynamo engines - Forward general service pump (Duplex) - Windlass.

The following repairs were effected:

Steering engine - Piston rods and valve spindles skimmed and rebushed. Circulating pump with engine - Impeller having wasted parts in way of bearing stools cut out and inserts fitted, impeller sealing rings, impeller shaft and bearings renewed. Steam cylinder and valve chest bored out, piston rod and piston valve, crosspin in connecting rod and top end bearings renewed. Crankshaft with main bearings renewed (Certificate Amsterdam No. F37221 forwarded herewith). Bottom end bearing re-metalled. Alignment of engine and pump verified. Fan engine - Cylinder and valve chest bored out, piston with piston valve and valve chest cover renewed, crankpin skimmed and bottom end bearing re-metalled. Starboard dynamo engine - H.P. cylinder bored out, piston renewed. H.P. valve liner drawn and renewed. L.P. piston valve with spindle renewed. Windlass - Driving pinion on crankshaft rebushed.

Ballast pump removed and unshipped. A reconditioned pump of similar capacity (Weir-Duplex) being supplied by the Owner, has been fitted.

Main condenser opened out, examined and 438 tubes and 1500 ferrules renewed. After completion pressure tested, examined and found in order.

Auxiliary condenser opened out, examined, pressure tested and found satisfactory. Please see continuation sheet

Machinery 3/Tanker "Oilstream"

cont.

Both F.O. heaters examined, hyper. tested and found in good condition.

Feed heater examined, hyper. tested and found in order.

Evaporator opened out, examined, hyper. tested, coils annealed and found in satisfactory condition.

The existing hotwell with piping has been renewed, and a larger one installed. In addition an oil extractor has been fitted.

F.O. settling tanks examined and found with heating coils in satisfactory condition.

Bilge, ballast and F.O. pumping arrangement examined and found or brought in order.

Cargo pumping arrangement, with steaming out and vapour lines altered in accordance with the approved plan, examined, tested and found in satisfactory condition.

Fire extinguishing arrangement examined, tried and found or brought in efficient condition.

Spare parts verified and found not complete. The following parts (now being ordered) remain to be supplied: A set of pads for one face of Michell Type Thrustblock.

Electrical Equipment examined i.e. dynamo's, Main switchboard, sub. boards, cables, fittings and switches and found or brought in efficient condition.

The following repairs have been carried out:

Both generators, Boiler fan motor, main switchboard, sub. boards, fuse boxes and further appliances overhauled and made in order with regard to the amendment of vessels class (Carrying oil F.P. below 150°F) All supply cables, ornaments and interlocked plugs have been renewed as per approved plan. On completion the electrical installation has been megger tested, examined and tried under full load with satisfactory results.

Both boilers examined internally and externally and found or brought in efficient condition.

The following repairs have been carried out:

Both Boilers: Thoroughly scaled and a large number of choked tubes cleared.

Starboard boiler: 125 plain tubes, 25 stay tubes and 61 screw stays renewed.

Port Boiler: 145 plain tubes, 24 stay tubes and 60 screw stays renewed.

Please see continuation sheet

Port.

Machinery 3rd tanker "Oilstream"

After completion of repairs both boilers hyper tested with satisfactory results.

Safety valves and mountings opened out, examined and found or brought in efficient condition.

Both boilers afterwards tried under steam and found with the F.O. burning plant in a good working order.

Their safety valves were adjusted.

Main steam pipes examined and hyper tested with satisfactory results.

On completion of the survey the machinery has tried under steam and found working satisfactory

NOTE: The items concerning condenser tubes, hotwell and piping, circ. pump and engine, fan engine, H.E. feed pumps, ballast pump and Starboard B. tubes to be expunged from S.R. List.

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