

W1153-0107

pt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 283936
JUL 15 1939

Received at London Office

of writing Report 12/7 39 19 39 When handed in at Local Office 19 Port of Rotterdam
in Survey held at Grimsen to Yvel Date, First Survey 1st of March Last Survey 4th July 1939
Book. Number of Visits 12
on the Single Screw vessel M.V. "OSCILLA" Tons Gross 6341
Triple
Quadruple
It at Grimsen to Yvel By whom built M. C. Valjeun & L Yard No. 657 When built 1939
Engines made at Amsterdam By whom made M. V. "Werkspoor" Engine No. 748 When made 1939
Boilers made at Amsterdam By whom made M. V. "Werkspoor" Boiler No. 2831 When made 1939
Horse Power 2800 Owners M. Petroleum Mij. de Corona Port belonging to The Hague
Horse Power as per Rule 377 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Use for which vessel is intended Haymaking services

Engines, &c.—Type of Engines Heavy oil engine, plain 2 or 4 stroke cycle 4 Single or double acting single
Maximum pressure in cylinders ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓
Indicated Pressure ✓ Is there a bearing between each crank ✓
Revolutions per minute 120 Flywheel dia. ✓ Weight ✓ Means of ignition Compression Kind of fuel used Distil oil
Crank pin dia. ✓ Crank Webs ✓ Mid. length breadth ✓ Thickness parallel to axis ✓
Solid forged ✓ as per Rule ✓ Crank pin dia. ✓ Mid. length thickness ✓ shrunk ✓ Thickness around eyehole ✓
Semi built dia. of journals ✓ as fitted ✓ as per Rule ✓ as fitted ✓
All built ✓ as fitted ✓ as per Rule ✓ as fitted ✓
Wheel Shaft, diameter ✓ Intermediate Shafts, diameter ✓ Thrust Shaft, diameter at collars ✓
as per Rule ✓ as fitted ✓ as per Rule ✓ as fitted ✓
Screw Shaft, diameter ✓ as per Rule ✓ as fitted ✓ Is the tube shaft fitted with a continuous liner yes
as fitted ✓ as fitted ✓ as fitted ✓
Liners, thickness in way of bushes ✓ Thickness between bushes ✓ Is the after end of the liner made watertight in the ✓
as per Rule ✓ as fitted ✓ as fitted ✓
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner C. L.
The 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-corrosive ✓
If liners 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 ✓
If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 1400 mm
Propeller, dia. 4170 Pitch 3500 No. of blades 4 Material bronze whether Moveable no Total Developed Surface 62 sq. feet
Method of reversing Engines by air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication ✓
Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with ✓
conducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine to funnel.
Suction Water Pumps, No. 2 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 Rotary 2 55 1/2 stroke each Can one be overhauled while the other is at work yes
Pumps connected to the Main Bilge Line { No. and Size 2 rotary pumps each 35 1/2 } 1 duplex 8x8x10" {
How driven by main engine } steam driven. {
Cooling 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 ✓
arrangements ✓
Fast Pumps, No. and size duplex 8x8x10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 duplex 8x8x10"
Two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge ✓
Pumps, No. and size: In Machinery Spaces 3 à 90 mm 1 à 160 mm 1 à 115 mm cofferdam 15-20 1 à 90 mm In Pump Room 2 à 80 mm
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 à 160 mm 1 à 115 mm ✓
All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces ✓
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
All Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves & cocks
Are they 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
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
How are they protected steel pipes controlled valves both
pipes pass through the bunkers cofferdam union ✓
Have they been tested as per Rule ✓
pipes pass through the deep tanks none
All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
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 ✓
department to another yes Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓
Good 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 steam engine
Auxiliary Air Compressors, No. 2 - 1 cyl. No. of stages 2 Diameters 206-104 mm Stroke 160 mm Driven by steam & 3 cyl engine
Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
Provision is made for first Charging the Air Receivers steam driven aux compressor
Venting Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓
Auxiliary Engines crank shafts, diameter ✓ as per Rule ✓ No. 2, one 1 cyl 100 mm, one 3 cyl 100 mm
as fitted ✓ Position Starb. aft and Port side in eng. room
Are the Auxiliary Engines been constructed under special survey yes Is a report sent herewith ✓
✓ ✓

AIR RECEIVERS:—Have they been made under survey

State No. of Report or Certificate

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

Injection Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

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

(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

Dates of Examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine seatings

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Engines tried under working conditions

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material

Identification Marks

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

Identification Marks on Air Receivers

1115 5590/5599
LLOYD'S TEST 550 lb.
W.P. 350 lb.
H.P.B. 12-1-39.

No 1927
LLOYD'S TEST 50 A.T.M.
W.P. 25 A.T.M.
H.K. 11-5-39.

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

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

Is this machinery duplicate of a previous case

If so, state name of vessel

General Remarks

(State quality of workmanship, opinions as to class, &c.)

The machinery has been made under special survey and has been satisfactorily fitted on board in accordance with the approved plans Society's Rules and Machinery's Rules. The machinery has been tried under full working condition and the working and manoeuvring was found in order. I am of opinion that the vessel is eligible to be classed in the Society's Registerbook + L.M.C. 7-39. C.L.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping



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