

Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 10589.

Received at London Office

JUN 16 1938

Date of writing Report 30/5 38 When handed in at Local Office 19 Port of Copenhagen  
No. in Survey held at Odense Date, First Survey 15/3 Last Survey 28/5 1938  
Reg. Book. 19584 on the Single Twin Triple Quadruple Screw vessel OTINA Number of Visits 11

Tons { Gross 6216.62  
Net 3603.90

Built at Odense By whom built Odense Haaskibvægt Yard No. 73 When built 1938  
Engines made at Amsterdam By whom made N.V. Werkspoor Engine No. 706 When made 1938  
Donkey Boiler made at Amsterdam By whom made do. Boiler No. 2790 When made 1938  
Brake Horse Power 2800 Owners The Anglo Saxon Petroleum Co. Ltd. Port belonging to London  
Nom. Horse Power as per Rule 377 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
Trade for which vessel is intended Ocean going oil carrier.

**IL ENGINES, &c.**—Type of Engines DIESEL, AIRLESS INJECTION, SUPERCHARGED, 2 or 4 stroke cycle 4 Single or double acting single  
Maximum pressure in cylinders 700 lbs. Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 6 No. of cranks 6  
Mean Indicated Pressure 135 lbs. Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm Is there a bearing between each crank Yes  
Revolutions per minute 120 Flywheel dia. Weight Means of ignition compression Kind of fuel used Diesel oil  
Crank Shaft, { Solid forged as per Rule ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓  
{ Semi built dia. of journals as fitted ✓ Mid. length thickness ✓ shrunk Thickness around eyehole ✓  
{ All built as per Rule ✓  
Flywheel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule ✓  
as fitted as fitted as fitted  
Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the { tube } shaft fitted with a continuous liner { Yes ✓  
as fitted as fitted as fitted screw  
Bronze Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes as per Rule ✓ Is the after end of the liner made watertight in the  
as fitted as fitted propeller boss Yes ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner in one length  
If 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 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 end of the tube  
shaft ✓ If so, state type Length of Bearing in Stern Bush next to and supporting propeller ✓  
Propeller, dia. ✓ Pitch ✓ No. of blades 4 Material bronze whether Moveable No Total Developed Surface ✓ sq. feet  
Method of reversing Engines direct by air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes ✓ Means of lubrication  
Jones Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves Yes ✓ Are the exhaust pipes and silencers water cooled or lagged with  
non-conducting material ✓ 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  
Cooling Water Pumps, No. 3 seawater, 2 fresh water Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes ✓  
Bilge Pumps worked from the Main Engines, No. 2 Diameter rotary Stroke 35 t/l/h Can one be overhauled while the other is at work Yes ✓  
Pumps connected to the Main Bilge Line { No. and Size 2 rotary, 35 t/l/h 1 gen. service, 8x8x10 dips.  
How driven by main engine by steam  
Is the 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  
Ballast Pumps, No. and size 1 8x8x10 dips. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 ROTARY 40 t/l/h  
Are 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 OFF 3 1/2" (2 OFF 3 1/2" FROM D.B. COFFERDAMS) ✓ In Pump Rooms 2 OFF 3 1/4"  
In Holds, &c. DRY CARGO HOLD: 3 OFF 2" FORE HOLD PUMP ROOM: 1 OFF 2" FORWARD COFF: 1 OFF 4" AFT COFF: 1 OFF 5" F.P. TANK DK: 1 OFF 2"  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 OFF 6 1/2" 1 OFF 5" 2 OFF 2" FROM ATHWARTSH. CUTTERWAY  
Are all 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 accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes ✓  
Are all Sea Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with Valves or Cocks valves ✓  
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 ✓  
What pipes pass through the bunkers ✓ How are they protected ✓  
What pipes pass through the deep tanks 1 1/2" pipe to aft cofferdam Have they been tested as per Rule Yes ✓  
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes ✓  
Is the 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 of  
these compartments to another Yes ✓ Is the Shaft Tunnel watertight No ✓ Is it fitted with a watertight door ✓ worked from ✓  
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓  
MANEUVERING Main Air Compressors, No. 2 No. of stages 2 Diameters 206x184 Stroke 160 mm Driven by 1 BY STEAM 1 BY OIL ENGINE  
Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓  
Small Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓  
What provision is made for first Charging the Air Receivers steam driven air compressors  
Scavenging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓  
Auxiliary Engines crank shafts, diameter as per Rule ✓ No. ✓  
as fitted as fitted Position ✓  
Have the Auxiliary Engines been constructed under special survey Yes ✓ Is a report sent herewith Yes ✓ GRIMSBY RPT. N° 20471  
AMSTERDAM 15049

FOR REMAINING ITEMS PLEASE SEE AMSTERDAM RPT. N° 10228 A

W191-02763

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SURVEYORS' OFFICE. CON.

certificate (if required) to be sent to...

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Lloyd's Register  
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Port of Copenhagen. Continuation of Report No. /0589 dated 30<sup>th</sup> May 1938 on the

Simple S. Motor Tanker "OTINA"

1 of 1.5 HP electric motor for the turning lark  
 1 " 3 " " " grinding machine.  
 1 " 2 " " " drilling machine.  
 1 " 1 " " " ventilator.  
 1 " 2.5 kwh. " " wireless telegraph.  
 and current for the electric light installation.

Besides a 60 HP 3-cyl. 45 CVA Ruston & Hornsby oil engine is driving a 2-stage manoeuvring air compressor, 120 cfm. p. min. at 450 R./m.

The circulating seawater pump, circulating fresh water pump, sanitary pump, bilge pump, lubricating oil pump and oil fuel supply pump for the ordinary working of the engine at sea are all driven by the main engine through chain drive.

*Christoffer*

SURVEYOR TO LLOYD'S  
REGISTER OF SHIPPING

THE ABOVE IS A CORRECT DESCRIPTION.

ODENSE STAALSKIBSVÆRFT  
VED A. P. MØLLER

*B. Jakobsen*

W1191 - 6270 3/3  
1911M



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