

REPORT ON OIL ENGINE MACHINERY.

No. 25273

24 FEB

Received at London Office

Date of writing Report 22-2-1937 When handed in at Local Office

19

Port of Rotterdam

No. in Survey held at
Reg. Book.

Date, First Survey

28-3-36

Last Survey

12-2-1937

Number of Visits 35

Single
on the Twin
Triple
Quadruple

Screw vessel

motor tanker

"EULIMA"

Tons

Gross 6207

Net 3593

Built at Schiedam

By whom built

N.V. Wilton-Fynens Yard

No. 659

When built 1936-37

Engines made at

So

By whom made

So

Engine No. 1056

When made 1936-37

Donkey Boilers made at

Rotterdam

By whom made

Scott & Sons

Boiler No. 533

When made 1936-37

Brake Horse Power

2000

Owners

Anglo Saxon Petroleum Co.

Port belonging to

London

Nom. Horse Power as per Rule

377

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Yes

Trade for which vessel is intended

2576

5518

L ENGINES, &c.

Type of Engines

MAN Heavy oil engine with supercharging

stroke cycle

Yes

Single or double acting

Yes

Maximum pressure in cylinders

45 kg.

Diameter of cylinders

650 mm

Length of stroke

1400 mm

No. of cylinders

6

No. of cranks

6

Mean Indicated Pressure

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

1200 mm

Is there a bearing between each crank

Yes

Revolutions per minute

120

Flywheel dia.

2300 mm

Weight

8670 kg

Means of ignition

Compression

Kind of fuel used

diesel oil

Crank Shaft, dia. of journals

as per Rule

as fitted

460 mm

Crank pin dia.

460 mm

Crank Webs

Mid. length breadth

870 mm

Thickens parallel to axis

230 mm

Flywheel Shaft, diameter

as per Rule

as fitted

340 mm

Intermediate Shafts, diameter

as per Rule

as fitted

350 mm

Thrust Shaft, diameter at collars

as per Rule

as fitted

340 mm

Tube Shaft, diameter

as per Rule

as fitted

"

Screw Shaft, diameter

as per Rule

as fitted

270 mm

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

20-19.5 mm

Thickness between bushes

as per rule

as fitted

13 mm

Is the after end of the liner made watertight in the

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

"

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

Yes

If so, state type

"

Length of Bearing in Stern Bush next to and supporting propeller

1500 mm

Propeller, dia.

4270 mm

Pitch

3500 mm

No. of blades

4

Material

bronze

whether Moveable

solid

Total Developed Surface

5.75 m²

Method of reversing Engines

direct

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Yes

Means of lubrication

forges

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

non-conducting 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

funnel

"

Cooling Water Pumps, No.

4

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

26 1/2 in

Stroke

"

Can one be overhauled while the other is at work

Yes

Pumps connected to the Main Bilge Line

No. and Size

one 8" x 8" x 10"

How driven

Steam

If 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

one 8" x 8" x 10"

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

1

2

3

4

1 1/2 40 tons 1 1/2 50 tons 1 1/2 8" x 8" x 10"

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

1

2

3

1

2

3

1

2

3

1

Holds, &c.

3

2

1

2

1

2

1

2

1

2

1

2

1

2

1

2

1

2

1

2

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

1

2

3

1

2

3

1

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Yes

Are the Bilge Suctions in the Machinery Spaces

Yes

Are they fitted with Valves or Cocks

both

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

suction to coffee dam

How are they protected

Controlled valves each with a steel pipe

"

What pipes pass through the deep tanks

none

Have they been tested as per Rule

"

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

apartment to another

Yes

Is the Shaft Tunnel watertight

none

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

steel tanks

Main Air Compressors, No.

none

No. of stages

"

Diameters

"

Stroke

"

Driven by

"

Auxiliary Air Compressors, No.

2

No. of stages

2

Diameters

206-104 mm

Stroke

160 mm

Driven by

Steam

"

Small Auxiliary Air Compressors, No.

"

No. of stages

"

Diameters

"

Stroke

"

Driven by

"

Savenging Air Pumps, No.

"

Diameter

"

Stroke

"

Driven by

"

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

110 mm

Position

"

Starboard side

"

"

"

"

"

"

Amsterdam up 1301 kg

19912

110 mm

"

"

"

"

"

"

"

"

"

"

"

"

"

W168-0067

AIR RECEIVERS:—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

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

Starting Air Receivers, No.

2

Total cubic capacity

2 x 11.3 M³

Internal diameter

14.92 in.

thickness

21 in.

Seamless, lap welded or riveted longitudinal joint

3 x 8 in.

Material

S.M. steel

Range of tensile strength

30-34 T.

Working pressure

by Rules

Actual

24.6 T.

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

(If not, state date of approval)

4-3-35

Receivers

19-6-35

Separate Fuel Tanks

✓

Donkey Boilers

8-4-35

General Pumping Arrangements

30-9-35

Pumping Arrangements in Machinery Space

23-4-35

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied.

Yes

State the principal additional spare gear supplied

one screws shaft, c.s. propeller, 2 cpl. cones, liners complete
2 pistons complete, one set of coupling bolts, main bearing brasses, bolts
one set of crosshead brasses, bolts, crank pin brasses, bolts, 2 fuel pump
complete, 1 set chain wheels with chains for cone shaft drive, also for
pump drive, one connecting rod, crosshead complete with guide and one
pistons etc.

WILTON-FIJENCOORD.

The foregoing is a correct description

(M.V. WILTON) Machinefabriek en Scheepswerf
(The Netherlands) Engineering & Shipway Co.)
Maatschappij voor Scheeps- en Werfhuizen

FIJENCOORD N.V.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	20/3 - 21/4 - 19/5 - 15-18-22/6 - 21-31/7 - 3-4-7-11-12-14-26/8 - 4-18-21/9
	During erection on board vessel--	10-14-24/10 - 2-3-7/11-36. 22-27/11 - 3-11-12/2-37
	Total No. of visits	35

Dates of Examination of principal parts—Cylinders	20/3 - 21/4 - 19/5 - 15-18-22/6 - 21-31/7 - 3-4-7-11-12-14-26/8 - 4-18-21/9
Crank shaft	15-6-36
Flywheel shaft	15-6-36
Thrust shaft	15-6-36
Intermediate shafts	15-6-36
Tube shaft	✓
Screw shaft	24-10-36
Propeller	24-10-36
Stern tube	10-14-24/10-36
Engine seatings	19-11-36
Engines holding down bolts	1-12-36
Completion of fitting sea connections	24-10-36
Completion of pumping arrangements	24-1-37
Engines tried under working conditions	11-2-37
Crank shaft, Material S.M. ingot steel	Identification Mark 3251-52
Flywheel shaft, Material S.M. ingot steel	Identification Mark BN.7-7-36
Thrust shaft, Material	Identification Mark 12420
Intermediate shafts, Material	Identification Marks 11219
Tube shaft, Material	Identification Mark 11217-18
Screw shaft, Material	Identification Mark J.L. 8-9-36

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

✓

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

no

Is this machinery duplicate of a previous case

Yes

If so, state name of vessel

Clusa, Eulota

General Remarks

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

The machinery has been made and fitted in accordance to the Society's Rules, approved plans and Secretary's letters. material tested as required and workmanship good. The whole was found in a good working condition and manoeuvring satisfactorily during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register book with * L.M.C. 2-37. Oil engines C.I.

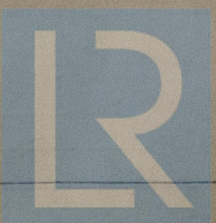
The amount of Entry Fee	£ 86.00	When applied for,	23.2.1937
Special	£ 970.60	When received,	15.3.37
Donkey Boiler Fee	£		
Travelling Expenses (if any)	£ 20.00		15/3

Committee's Minute

Assigned

+ donec 2.37
air Eng. CL
AB 180 lb.

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020
Lloyd's Register
Foundation