

REPORT ON OIL ENGINE MACHINERY.

No. 114 6
22 OCT 1945

Received at London Office

Date of writing Report 6-12-40 When handed in at Local Office

Port of ROTTERDAM

Survey held at ROTTERDAM

Date, First Survey 2-11-39

Last Survey 25-4-1940

Number of Visits 9

on the Single
Twin
Triple
Quadruple
Screw vessel

"VIRIATO"

Tons Gross
Net

built at ROTTERDAM

By whom built N.V. SCHEEPSWERF 'DE OY' No. 172 When built 1940

engines made at COLOGNE

By whom made KLOCKNER-HUMBOLDT DEUTZ Engine No. 621895-98 When made 1939

monkey Boilers made at

By whom made Boiler No. When made

brake Horse Power 270 + 270

Owners SOC. LUSITANIA COMP. PORTUG. Port belonging to LISBOA

nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

trade for which vessel is intended

2 or 4 stroke cycle 4 Single or double acting SINGLE

SY 47 345

maximum pressure in cylinders

Diameter of cylinders 280 mm

Length of stroke 450 mm

No. of cylinders 4

No. of cranks

mean Indicated Pressure

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

Is there a bearing between each crank

revolutions per minute

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Crank Shaft, { Solid forged
Semi built dia. of journals
All built

as per Rule
as fitted

Crank pin dia.

Crank Webs

Mid. length breadth
Mid. length thickness

shrunk

Thickness parallel to axis
Thickness around eyehole

Flywheel Shaft, diameter as per Rule
as fitted

Intermediate Shafts, diameter as per Rule
as fitted

Thrust Shaft, diameter at collars as per Rule
as fitted

Tube Shaft, diameter as per Rule
as fitted

Screw Shaft, diameter as per Rule
as fitted 130 mm

Is the tube shaft fitted with a continuous liner

bronze Liners, thickness in way of bushes as per Rule
as fitted

Thickness between bushes as per Rule
as fitted

Is the after end of the liner made watertight in the

propeller boss 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

shaft NO If so, state type

Length of Bearing in PROPELLER BRACKETS Stern-Bush next to and supporting propeller 520

Propeller, dia.

Pitch

No. of blades 3

Material BRONZE whether Moveable NO

Total Developed Surface sq. feet

Method of reversing Engines

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

Means of lubrication

Thickness of cylinder liners

Are the cylinders fitted with safety valves

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

Cooling Water Pumps, No.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size
How driven

Is the cooling water led to the bilges

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

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

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces

In Pump Room

In Holds, &c.

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

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

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

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

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

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

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 compartment to another

Is the Shaft Tunnel watertight

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

Main Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Small Auxiliary Air Compressors, No. ONE

No. of stages TWO

Diameters 110/95 mm

Stroke 45 mm

Driven by

What provision is made for first Charging the Air Receivers

Scavenging Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter as per Rule
as fitted

No. 645653 (DUSSELDORF CERT. 349)
Position 637046 (350)

Have the Auxiliary Engines been constructed under special survey

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 ☒ by Rules ☒ Actual ☒

Starting Air Receivers, No. ☒ Total cubic capacity ☒ Internal diameter ☒ thickness ☒

Seamless, lap welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒ Working pressure ☒ by Rules ☒ Actual ☒

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 ☒ 10-11-39 Receivers ☒ Separate Fuel Tanks ☒ 3-1-40

(If not, state date of approval)

Donkey Boilers ☒ General Pumping Arrangements ☒ 29-11-39 Pumping Arrangements in Machinery Space ☒ 29-3-40

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 shafts 22-3-40 Propellers 22-3-40 Stern tube Engine seatings Engines holding down bolts ☒

Completion of fitting sea connections 25-4-40 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 S.H. Steel Identification Mark J.H. 22-3-40 440403. ~ 5012501

Identification Marks on Air Receivers ☒

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 vessel being required by the German Marine Authorities, is towed to Rotterdam. The main & auxiliary engines are lashed on their seatings and not installed. A further survey on the machinery was not desired.

The amount of Entry Fee .. £ : : When applied for,

Special (part) ... £ Fl. : 50-12-1940

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ Fl. : 12-19

Committee's Minute

Assigned

See minute on file

FRI. 11 JAN 1946

Engineer Surveyor to Lloyd's Register of Shipping.



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