

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 11051

Received at London Office NOV 30 1939

13/11 39 When handed in at Local Office 19 Port of Copenhagen

No. in Survey held at Odense Date, First Survey 28/6 39 Last Survey 8/11 1939

eg. Book. 154 on the Single Triple Quadruple Screw vessel "OVATELLA"

Tons Gross 6316.50 Net 3636.55

built at Odense By whom built Odense Haalskibsværft Yard No. 81 When built 1939

Engines made at Amsterdam By whom made N.V. Werkspoor Engine No. 749 When made 1939

Donkey Boilers made at Amsterdam By whom made N.V. Werkspoor Boiler No. 2832 When made 1939

Brake Horse Power 2800 Owners The Anglo Saxon Petroleum Co. 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 Open sea, oil carrier.

ENGINES, &c.—Type of Engines solid injection, supercharged. 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders Diameter of cylinders 650 mm Length of stroke 1400 No. of cylinders 6 No. of cranks 6

an Indicated Pressure

an of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank yes

olutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used heavy oil

ank Shaft, { Solid forged dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
Semi built dia. of journals as fitted Crank Webs Mid. length thickness shrunk Thickness around eyehole
All built as per Rule as fitted

wheel 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

be Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube screw } shaft fitted with a continuous liner {

onze 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

eller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

he 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

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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller

opeller, dia. 4270 Pitch 3580 No. of blades 4 Material bronze whether Moveable No Total Developed Surface 62 sq. feet

thod 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

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

ling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

ge Pumps worked from the Main Engines, No. 2 Diameter ROTARY Stroke 35 TS/H Can one be overhauled while the other is at work yes

ups connected to the Main Bilge Line { No. and Size 2 OFF 35 TS/H. 1 OFF 8" x 8" x 10" DUPLEX
How driven by main engine steam

he 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

ngements

last Pumps, No. and size 1 OFF 8" x 8" x 10" DUPL. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 ROTARY 40 TS/H 1 DUPLEX 8" x 8" x 10"

two independent means arranged for circulating water through the Oil Cooler yes. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

aps, No. and size:—In Machinery Spaces 3 OFF 90 mm; 2 OFF 90 mm from D.B. cofferdams MAIN In Pump Rooms 2 OFF 3 1/4"

Holds, &c. DRY HOLD: 3 OFF 50 7/8; F.P. TANK OK: 2 OFF 50 7/8; FORE HOLD PUMP ROOM: 1 OFF 50 7/8; F. COFF: 1 OFF 100 7/8; A. COFF: 1 OFF 125 7/8

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 OFF 125 7/8; 1 OFF 160 7/8; 2 OFF 2" FROM OIL CUTTER WAY.

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. yes.

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

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.

at pipes pass through the bunkers How are they protected

at pipes pass through the deep tanks 1 OFF 125 7/8 to aft cofferdam Have they been tested as per Rule yes.

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes.

ie 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 or

partment to another yes. Is the Shaft Tunnel watertight now Is it fitted with a watertight door worked from

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

n Air Compressors, No. No. of stages Diameters Stroke Driven by

iliary Air Compressors, No. No. of stages Diameters Stroke Driven by

all Auxilliary Air Compressors, No. No. of stages Diameters Stroke Driven by

provision is made for first Charging the Air Receivers

enging Air Pumps, No. Diameter Stroke Driven by

iliary Engines crank shafts, diameter as per Rule as fitted No. 2 (1 from house, 1 from steam house) Position 5th side Port side

the Auxilliary Engines been constructed under special survey yes. Is a report sent herewith yes. Am. Rpt. 11051 15634 and given by Rpt. 11051 20949

FOR REMAINING ITEMS PLEASE SEE AMJ. RPT. NO. 15716 A

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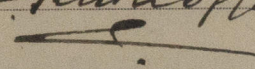
RETAIN

Motor Tank ship "OVATELLA" of London.

1 off 7.5 HP electric motor for the engine turning gear.
 1 " 3 " " " grinding machine
 1 " 2 " " " drilling machine
 1 " 1.5 " " " turning lathe
 1 " 3.5 " " " lubricat. oil purifier.
 1 " 2 " " " fuel oil supply pump.
 1 " 2.1 " " " ventilating fan for the
 accommodations aft.
 1 " 2.2 " " " ventilating fan amidships.

Further a 2-cyl. 2-stage manufacturing air compressor,
 184-206 mm dia x 160 mm stroke x 450 R/P = 200 m³/h, driven by
 a 60 HP 3-cyl. 45 CSA heavy oil engine, 8" dia. x 10 3/4" st.
 (Ruston & Hornsby, Ltd.)

The rotary circulating seawater and fresh water piston
 cooling pumps, lubricating oil pump, oil fuel supply
 pump and bilge & sanitary pumps for the normal
 working of the main engine at sea are all worked
 by the latter through a lay shaft with clutch
 couplings.

O. Knuthöffer


SURVEYOR TO LLOYD'S
 REGISTER OF SHIPPING

THE ABOVE IS A CORRECT DESCRIPTION.

ODENSE STAALSKIDSVÆRFT
 VED A. P. MØLLER

B. Jakobsen

RETAIN