

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

22 JUL 1940

Received at London Office

JUL 24 1940

Date of writing Report

19

When handed in at Local Office

19

Port of

HULL

No. in Survey held at

Hull

Date, First Survey

June 21st

Last Survey

July 20th 1940

Reg. Book.

30957 on the Single Screw Steamer "OOSTPLEIN"

(Number of Visits 11)

Tons { Gross 5059
Net 3062

Built at

Pietra Ligure

By whom built

Cant. Fed. per Costruzioni Navali

Yard No.

✓

When built

1921

Engines made at

Genoa

By whom made

Cantieri del Tirreno

Engine No.

124

When made

1929

Boilers made at

A.

By whom made

A.

Boiler No.

✓

When made

1929 (main)
1921 (donkey)

Registered Horse Power

2395 HP

Owners

Netherlands Shipping & Trading Committee
rep. by Ph. van Ommen (London) Ltd.

Port belonging to

Rotterdam

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

General cargo. (Iron ore Narvik to Rotterdam previously)

ENGINES, &c.—Description of Engines

Reciprocating triple expansion

Revs. per minute 61/3 (load)

Dia. of Cylinders HP=26"

Length of Stroke 48"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 13.5"

Crank pin dia. 14 3/16"

Crank webs

Mid. length breadth 22"

shrunk

Thickness parallel to axis 9"

Intermediate Shafts, diameter

as per Rule 12.9"

as fitted 14.5"

Thrust shaft, diameter at collars

as per Rule ✓

as fitted ✓

Tube Shafts, diameter

as per Rule ✓

as fitted ✓

Screw Shaft, diameter

as per Rule ✓

as fitted ✓

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

as per Rule ✓

as fitted ✓

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

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

two liners are fitted, is the shaft lapped or protected between the liners

aft

If so, state type

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Propeller, dia.

Pitch

No. of Blades

Material

whether Moveable

Total Developed Surface

sq. feet

ed Pumps worked from the Main Engines, No.

None

Diameter

1

Stroke

✓

Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No.

2

Diameter

4 7/16"

Stroke

2'-0"

Can one be overhauled while the other is at work ✓

ed Pumps { No. and size

8 x 7 1/2 x 20. AFT

How driven

Steam cylinder

Pumps connected to the

Main Bilge Line

No. and size

1 Ballast duplex, 1 G.S. duplex, 2 M.E. ram pumps

How driven

Independent cylinders (steam)

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

4 - 3 1/2"

Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room

4 - 3 1/2"

Pump Room

✓

In Holds, &c. 1P15 of 3" to each hold (nos 1, 2, 3, 4, Deep tanks)

1 only 3" to no 5 hold

in Water Circulating Pump Direct Bilge Suctions, No. and size

1 - 9 1/2"

and size

1P15 3", 1 - 9 1/2"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

yes

the Bilge Suctions in the Machinery Space led 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

Both

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold 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

yes

How are they protected

at pipes pass through the deep tanks

Bilge Ballast to F.P.T., Nos 1 & 2 holds

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

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

yes

partment to another

yes

Is the Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from top of E.R.

IN BOILERS, &c.—(Letter for record S)

S

Total Heating Surface of Boilers

5,830 sq. ft.

Which Boilers are fitted with Forced Draft

Main only

Which Boilers are fitted with Superheaters

None

and Description of Boilers

2 S.F. cyl. multibular

Working Pressure

180 lb.

A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

A DONKEY BOILER FITTED?

yes; two

If so, is a report now forwarded?

no

the donkey boiler be used for domestic purposes only

yes

ANS. Are approved plans forwarded herewith for Shafting

Main Boilers

E 10.7.40

Auxiliary Boilers

✓

Donkey Boilers

(If not state date of approval)

heaters

✓

General Pumping Arrangements

E 17.7.40

Oil fuel Burning Piping Arrangements

✓

SPARE GEAR.

The spare gear required by the Rules been supplied

yes

The principal additional spare gear supplied

yes, except only one spare blade for propeller (bronz)

Water

14

To

13

12

24

120

120

18.20

18.20

The foregoing is a correct description.

Manufacturer.



© 2019

Lloyd's Register
Foundation

W64-0378

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Dates of Survey while building

During progress of work in shops -- 1940. June 21, July 2, 3, 4, 9, 11, 15, 16, 17, 18, 20

During erection on board vessel --

Total No. of visits 11.

Dates of Examination of principal parts

Cylinders HP 26.6.40 Slides HP 26.6.40 Covers HP 26.6.40

Pistons HP 26.6.40 Piston Rods HP 26.6.40 Connecting rods HP 26.6.40

Crank shaft Journal no 1 & 3 11.7.40 Thrust shaft Intermediate shafts 1st length 9.7.40

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings 1.7.40 Engines holding down bolts 1.7.40

Completion of fitting sea connections Boilers fixed Engines tried under steam 20.7.40

Completion of pumping arrangements 20.7.40 Thickness of adjusting washers SB 1 1/2, s 3/8, PB 1 3/2, s 1 1/2

Main boiler safety valves adjusted 19.7.40 Thrust shaft material Identification Mark

Crank shaft material Steel Identification Marks Tube shaft, material Identification Mark

Intermediate shafts, material Steel Identification Marks Steam Pipes, material Test pressure Date of Test

Screw shaft, material Identification Mark Is the flash point of the oil to be used over 150°F. ✓

Is an installation fitted for burning oil fuel no Have the requirements of the Rules for the use of oil as fuel 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.)

It was stated main engines were renewed in 1929 but not the intermediate shafting or auxiliaries. So far as seen the workmanship and material used appear good. The particulars entered in first entry report have been measured as accurately as practicable; no plans except the pumping plan are on board it was stated.

The machinery in our opinion is eligible to be classed with record of LMC 7.40 on completion.

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for, 19

When received, 19

Committee's Minute

TUE. 13 AUG 1940

Assigned

See other rpt. 50779

W.S. Shields & H. Clive, Juniper.
Engineer Surveyor to Lloyd's Register of Shipping



© 2019

Lloyd's Register Foundation