

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 **Null** Date, First Survey **June 21st** Last Survey **July 20th 1940**
Reg. Book. **30957** on the **Single Screw Steamer "OOSTPLEIN"** (Number of Visits **11**)

Built at **Piura 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 **Ap.** By whom made **Ap.** Boiler No. When made **1929 (main)**
1921 (donkey)

Registered Horse Power **2395 HP** Owners **Netherlands Shipping & Trading Committee** Port belonging to **Rotterdam**
rep. by Ph. van Ommen (London) Ltd.

Nom. Horse Power as per Rule **2395** 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"** Mid. length breadth **22"** Thickness parallel to axis **9"**
as fitted 13 3/4" Crank webs **shrunk** Mid. length thickness **9"** Thickness around eye-hole **6 3/4"**

Intermediate Shafts, diameter **as per Rule 12.9"** Thrust shaft, diameter at collars **as per Rule**
as fitted 14.5" **as fitted**

Tube Shafts, diameter **as per Rule** Screw Shaft, diameter **as per Rule** Is the **tube** shaft fitted with a continuous liner **as fitted**

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**

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 **as fitted**

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

Propeller, dia. **as per Rule** Pitch **as per Rule** No. of Blades **as per Rule** Material **as per Rule** whether Moveable **as per Rule** Total Developed Surface **as per Rule** sq. feet

Red Pumps worked from the **Main Engines**, No. **None** Diameter **1"** Stroke **1"** Can one be overhauled while the other is at work **Yes**

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 **Yes**

Feed Pumps { No. and size **For 8 x 7 1/8 x 20. AFT** Pumps connected to the { No. and size **Ballast duplex, 1 G.S. duplex, 2 M.E. ram pumps**
How driven **Steam cylinder** Main Bilge Line { How driven **Independent cylinders (steam)**

Ballast Pumps, No. and size **as per Rule** Lubricating Oil Pumps, including Spare Pump, No. and size **as per Rule**

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary **as per Rule**

Oil Pumps;—In Engine and Boiler Room **4 - 3 1/2"** In Holds, &c. **1 P15 of 3" to each hold (nos 1, 2, 3, 4, Deep tanks)**
1 only 3" to no 5 hold

Pump Room **as per Rule** **as fitted**

In Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 9 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, **as per Rule**

and size **1 P15 3", 1 - 9 1/2"** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **Yes**

Are 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**

Are all Sea Connections fitted direct on the skin of the ship **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 stokehold 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 Are the Blow Off Cocks fitted with a spigot and brass covering plate **Yes**

Are all Pipes pass through the bunkers How are they protected **as per Rule**

Are all pipes pass through the deep tanks **Bilge Ballast to F.P.T., nos 1 & 2 holds** 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

Department to another **Yes** Is the Shaft Tunnel watertight **Yes** Is it fitted with a watertight door **Yes** worked from **top of E.R.**

MAIN BOILERS, &c.—(Letter for record **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.E. cyl. multibular** Working Pressure **180 lb.**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**

IS A DONKEY BOILER FITTED? **Yes; two.** If so, is a report now forwarded? **No**

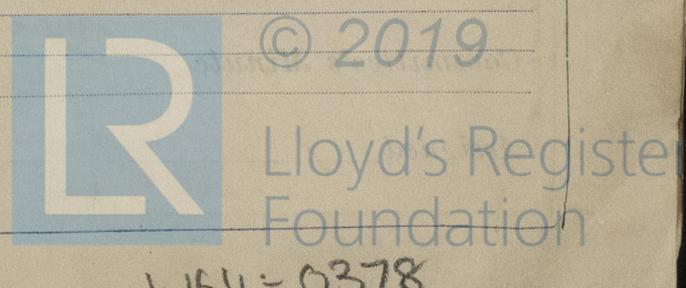
Is the donkey boiler be used for domestic purposes only **Yes**

ANS. Are approved plans forwarded herewith for Shafting **as per Rule** Main Boilers **E 10.7.40** Auxiliary Boilers Donkey Boilers

Heaters General Pumping Arrangements **E 17.7.40** Oil fuel Burning Piping Arrangements

SPARE GEAR. **Yes, except only one spare blade for propeller (bronz)**

The foregoing is a correct description. Manufacturer.



W64-0378

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
 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
 Completion of pumping arrangements 20.7.40 Boilers fixed Engines tried under steam 20.7.40
 Main boiler safety valves adjusted 19.7.40 Thickness of adjusting washers SBP 1 1/8, s 7/8, PBP 1 3/32, s 1 1/8
 Crank shaft material Steel Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Steel Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
 Is an installation fitted for burning oil fuel no Is the flash point of the oil to be used over 150° F. ✓
 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

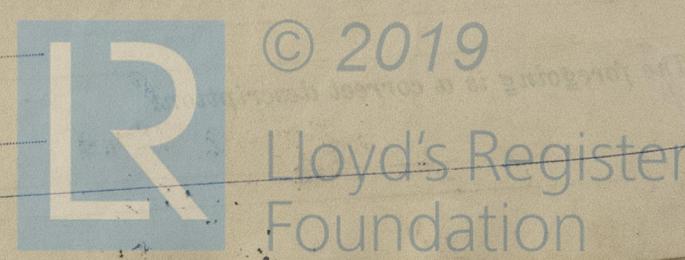
General Remarks (State quality of workmanship, opinions as to class, &c.)
 It was stated main engines were renewed in 1929 but not the intermediate shafting or auxiliaries. So far as seen the workmanship and material used appear good. The particulars entered in first entry report have been measured as 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.

[Faint handwritten notes and signatures in the middle section]

The amount of Entry Fee ... £
 Special ... £ See Ho. A.P.T.
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £
 Committee's Minute
 Assigned See other rpt. Bond 50779

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

TUE. 13 AUG 1940



Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.