

Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 282446.

JUN 2 1939

Received at London Office

Date of writing Report 25.5.1939 When handed in at Local Office

19

Port of

Rotterdam

No. in Survey held at Schiedam

Date, First Survey

26.1.39 Last Survey

22.5.1939

Reg. Book.

Number of Visits 7

Single  
Twin  
Triple  
Quadruple

Screw vessel motor tanker

CISTULA

Tons  
Gross  
Net

Built at Schiedam

By whom built

Wilton-Fryer

Yard No. 666 When built 1939

Engines made at Amsterdam

By whom made

N. V. Werkspoor

Engine No. 745 When made 1939

Donkey Boilers made at Flushing

By whom made

Kon. Mij. "De Schelde"

Boiler No. 1051. When made 1939

Brake Horse Power 3300

Owners

Petrolium Mij. "La Corona"

Port belonging to 's Gravenhage

Nom. Horse Power as per Rule 502

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted Yes

Trade for which vessel is intended

IL ENGINES, &amp;c.—Type of Engines Sea Amsterdam ref No. 15622. 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cylinders

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 110

Flywheel dia.

Weight

Means of ignition compression Kind of fuel used Diesel oil

Crank Shaft

Solid forged  
Semi built dia. of journals  
All builtas per Rule  
as fitted

Crank pin dia.

Crank Webs

Mid. length breadth  
Mid. length thicknessThickened parallel to axis  
Thickened around eye hole

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

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 one length

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

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 1690 mm

Propeller, dia. 4575 mm Pitch 3660 mm No. of blades 4

Material bronze whether Moveable solid

Total Developed Surface 6.64 sq. feet

Method of reversing Engines

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

Means of lubrication

Thickness of cylinder liners

Are the cylinders fitted with safety valves Yes

Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material Yes

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 2 for piston 2 for cylinders

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

357 mm

Stroke 357 mm Can one be overhauled while the other is at work

Yes

Pumps connected to the Main Bilge Line

No. and Size

1 2 8" x 0" x 10"

How driven

steam driven

Is 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 0" x 10"

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 one steam 8" x 0" x 10" 507 mm

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 one 2 125 mm 3 2 90 mm 1 2 160 mm

In Pump Room 2 2 80 mm

In Holds, &amp;c. 2 in fore hold above deep tank 50 mm in fore cofferdam 1 2 100 mm pump room 1 2 50 mm above fuel tank 1 2 50 mm

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 1 2 125 1 2 160 mm

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

Yes

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

Yes

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Yes

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 cofferdam

How are they protected steel pipe, controlled valves at each end from deck

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

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

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. 2

No. of stages

2

Diameters

Stroke

160 mm

Driven by

one steam

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

What provision is made for first Charging the Air Receivers

steam driven compressors

Scavenging Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule  
as fitted

as per Rule as fitted

Position

starboard side engine room

Have the Auxiliary Engines been constructed under special survey

Yes

Is a report sent herewith

Yes

002392-00601-0227

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AIR RECEIVERS:—Have they been made under survey *Yes* ✓ State No. of Report or Certificate *✓*

Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes* ✓

Can the internal surfaces of the receivers be examined and cleaned *Yes* ✓

Is a drain fitted at the lowest part of each receiver *Yes* ✓

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? *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 Shafing *28-4-38* Receivers *✓* Separate Fuel Tanks *✓*  
(If not, state date of approval)

Donkey Boilers *-* General Pumping Arrangements *11-1-39* Pumping Arrangements in Machinery Space *1-6-38*

Oil Fuel Burning Arrangements *22-10-38*

### SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes* ✓

State the principal additional spare gear supplied *one screwshaft, cast iron propeller, one crosshead, one piston rod, one connecting rods, pistons complete, air cooling bundles of tubes etc -*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - *26/1 - 10/3 - 39*  
During erection on board vessel - - *20.20/4 - 1.5.22/5.39.*  
Total No. of visits *4*

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*

Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *10-3-39* Tube shaft *✓*

Screw shaft *10-3-39* Propeller *10-3-39* Stern tube *26/1 - 10/3.39* Engine seatings *✓* Engines holding down bolts *5-5-39*

Completion of fitting sea connections *10-3-39* Completion of pumping arrangements *5-5-39* Engines tried under working conditions *22-5-39*

Crank shaft, Material *✓* Identification Mark *✓* Flywheel shaft, Material *✓* Identification Mark *✓* *Lloyd's*

Thrust shaft, Material *✓* Identification Mark *✓* Intermediate shafts, Material *5m steel* Identification Marks *HK. 1750. 12-8-38.*

Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *5m steel* Identification Mark *HK. 1751. 12-8-38.*

Identification Marks on Air Receivers *no. 2184-2188.*

*Lloyd's test*  
*550 H.*  
*W.P. 350 H.*  
*K.K. 1-12-38.*

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 *"Clarilla"*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been made and fitted in accordance with the Society's Rules, approved plans and Secretary's letters. Material tested as required and workmanship good. The whole has been found in a good working and manoeuvring condition during a trial trip on the North Sea and I am of opinion that this vessel is eligible to be recorded in the Society's Register with + LMC. 5-39 Oil Engines. C.I.*

The amount of Entry Fee .. £ *✓* : When applied for, *1.6. 12/39*  
Special ... .. £ *401.00.*  
Donkey Boiler Fee ... .. £ : When received, *23-6 19/23/16*  
Travelling Expenses (if any) £ *9.00* : *23-6 19/23/16*

Committee's Minute

Assigned

*+ LMC 5.39. Oil Eng.*

*DB 180 lb Ch*

*Ch. Brouse*  
Engineer Surveyor to Lloyd's Register of Shipping.



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