

REPORT ON OIL ENGINE MACHINERY.

No. 27920
MAR -6 1939

Received at London Office

Date of writing Report 27-2-1939 When handed in at Local Office Schiedam 10 Port of Rotterdam
 No. in Survey held at Schiedam Date, First Survey 11-4-38 Last Survey 16-2-1939
 Reg. Book. "CORILLA" Number of Visits 40
 on the Single Twin Triple Quadruple Screw reciprocating motor reciprocating Tons ^{Gross} _{Net}
 Built at Schiedam By whom built Wilton-Typhoon Yard No. 664 When built 1939
 Engines made at So. By whom made So. Engine No. 1064 When made 1939
 Donkey Boilers made at Flushing By whom made Kon. Mij. de Schelde Boiler No. 1049 When made 1938
 Brake Horse Power 3500 Owners N.O. Petroleum Maats. La Corona Port belonging to 3 Groningen
 Nom. Horse Power as per Rule 502 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes
 Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines Typhoon MAN. Heavy oil supercharged. 2 or 4 stroke cycle 4 Single or double acting single.

Maximum pressure in cylinders 45 kg. Diameter of cylinders 650 mm. Length of stroke 1400 mm. No. of cylinders 8 No. of cranks 8
 Mean Indicated Pressure 8.5 kg.

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm. Is there a bearing between each crank Yes
 Revolutions per minute 120 Flywheel dia. 2100 mm. Weight 5500 kg. Means of ignition Compression Kind of fuel used diesel oil

Crank Shaft, Solid forged Semi built All built dia. of journals as per Rule as fitted 460 mm. Crank pin dia. 460 mm. Crank Webs Mid. length breadth 870 mm. Mid. length thickness 290-264 mm. Thickness parallel to axis 204 mm. Thickness around eye-hole 240 mm. 204

Flywheel Shaft, diameter as per Rule as fitted 460 mm. Intermediate Shafts, diameter as per Rule as fitted 470 mm. Thrust Shaft, diameter at collars as per Rule as fitted 460 mm.

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 400 mm. Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule as fitted 20 mm. Thickness between bushes as per Rule as fitted 15 mm. Is the after end of the liner made watertight in the propeller boss one length
 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 1390 mm.

Propeller, dia. 4575 mm. Pitch 3660 mm. No. of blades 4 Material Brongze whether Moveable Solid Total Developed Surface 6.64 M² feet

Method of reversing Engines hydraulic Is a governor or other arrangement fitted to prevent racing of the engine when decelerated Yes Means of lubrication

forged Thickness of cylinder liners 45 mm. Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material both 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 pistons 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 teeth wheel pumps 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 à 8" x 8" 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 8" x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 one standard 2 40 tons one steam 8" x 8" x 10" 507 pl.

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 à 125 mm. 3 à 90 mm. 1 à 160 mm. In Pump Room 3 à 80 mm.

In Holds, &c. 2 in fore hold above deep tank 50 mm. in forward cofferdam 1 à 100 mm. pump room 1 à 50 mm. above peak tank 1 à 50 mm.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 1 à 125 1 à 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 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 compartment to another Yes 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 one steam

Auxiliary Air Compressors, No. two No. of stages 2 Diameters 206-184 mm. Stroke 160 mm. Driven by one Ruston & Hornsby

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

What provision is made for first Charging the Air Receivers steam driven compressor

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule These see Adam up. No. 15523 No. one Position starboard engine room

Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Yes

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

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. *2*

Total cubic capacity *800 cub. feet*

Internal diameter *14.95 in.*

thickness *2.7 in.*

Seamless, lap welded or riveted longitudinal joint *3 X 1/2 in. lap*

Material *SM. steel*

Range of tensile strength *30-34*

Working pressure *by Rules*

Actual *24.6 kg.*

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 *✓*

PLANS. Are approved plans forwarded herewith for Shafting *13-5-38* *6-1-38* Receivers *24-4-38* Separate Fuel Tanks *✓*

(If not, state date of approval)

Donkey Boilers *✓*

General Pumping Arrangements *11-1-39*

Pumping Arrangements in Machinery Space *31-5-38*

Oil Fuel Burning Arrangements *22-9-38*

SPARE GEAR.

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

State the principal additional spare gear supplied *one screw shaft, one iron propeller, one crosshead, one piston rod, one connecting rod, air cooling bundles of tubes etc.*

WILTON-FIJENOORD.

The foregoing is a correct description.

WILTON'S Machine- en Scheepswerf
(WILTON'S Engineering & Shipway Co.)
Maatschappij voor Scheeps- en Werktuigbouw
"FIJENOORD" N.V.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	During erection on board vessel--	Total No. of visits
	<i>11-24/4</i>	<i>10-14-16-23-30/5</i>	<i>40</i>
	<i>9-17-23/11</i>	<i>1/2-30</i>	
	<i>2-5-10-18-19-20-26-30/1</i>	<i>13-16/2-39</i>	

Dates of Examination of principal parts—Cylinders *24/4* *15/5* *4/7-30* Covers *16/5* *20/10-30* Pistons *24/4* *9/9-30* Rods *14/4* *15/5* *23/5-30* Connecting rods *14/4* *15/5* *17/7-38*

Crank shaft *26-9-38* Flywheel shaft *26-9-38* Thrust shaft *26-9-38* Intermediate shafts *26-9-38* Tube shaft *✓*

Screw shaft *30-8-38* Propeller *24-10-38* Stern tube *18-10-38* Engine seatings *✓* Engines holding down bolts *18-1-39*

Completion of fitting sea connections *24-10-38* Completion of pumping arrangements *10-1-39* Engines tried under working conditions *16-2-39*

Crank shaft, Material *SM. ingot steel* Identification Mark *JS. 4-6-30* Flywheel shaft, Material *SM. ingot steel* Identification Mark *HK. 5-8-38*

Thrust shaft, Material *SM. ingot steel* Identification Mark *HK. 5-8-38* Intermediate shafts, Material *SM. ingot steel* Identification Marks *HK. 26-4-38*

Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *SM. ingot steel* Identification Mark *HK. 26-4-38*

Identification Marks on Air Receivers *nos. 210-211*

W.P. 350 84

C.B. 17-10-38

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 *✓*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *Mr. Rapana*

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery has been made and fitted in accordance with the approved plans, Society's Rules and Secretary's letters. Material tested as required and workmanship good. The machinery has been tested during a trial trip and was found working and manoeuvring satisfactorily and in my opinion eligible to be recorded in the Society's Register Book with + L.M.C. 2-39. Oil engines C.I.*

The amount of Entry Fee .. £ *72.00*

Special ... £ *1201.00*

Donkey Boiler Fee ... £ *100.00*

Travelling Expenses (if any) £ *18.50*

When applied for,

3.3.1939

When received,

24.3.1939

Committee's Minute

Assigned

+ L.M.C. 2-39

JB 180 ll

Oil Eng

CL

Engineer Surveyor to Lloyd's Register of Shipping.



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