

a List of

Rpt. 4b.

# REPORT ON OIL ENGINE MACHINERY.

APR 28 1939  
APR 28 1939

Received at London Office

1938

Date of writing Report 20-4-1939 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Schiedam Date, First Survey 11-4-38 Last Survey 13-4-1939  
Reg. Book. Number of Visits 47

on the Single Twin Triple Quadruple Screw vessel motor vessel. CERONIA Tons { Gross \_\_\_\_\_ Net \_\_\_\_\_

Built at Schiedam By whom built Wilton - Tyne Yard No. 665 When built 1939

Engines made at do. By whom made do Engine No. 1065 When made 1939

Boilers made at Flushing By whom made Hon. Mr. de Schelde Boiler No. 665 When made 1939

Indicated Horse Power 3500 Owners Nes. Petroleum Maats. La Corona Port belonging to's Garenhoge

Net Horse Power as per Rule 502 Is Refrigerating Machinery fitted for cargo purposes  Is Electric Light fitted

Use for which vessel is intended \_\_\_\_\_

ENGINES, &c.—Type of Engines Tyne M.A.N. 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 1480 mm. No. of cylinders 8 No. of cranks 8

Indicated Pressure 8.5 Kg. Is there a bearing between each crank

Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm.

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 as per Rule dia. of journals as fitted 460 mm. Crank pin dia. 460 mm. Crank Webs { Mid. length breadth 870 mm. Mid. length thickness 290-267 mm. Thickness parallel to axis 206 mm. Thickness around eye-hole 240 mm.

Propeller 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.

Propeller shaft, diameter as per Rule as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule as fitted 400 mm. Is the { tube } shaft fitted with a continuous liner {  screw }

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

When 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

When 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 1390 mm.

Propeller, dia. 4575 mm. Pitch 3660 mm. No. of blades 4 Material bronz whether Moveable solid Total Developed Surface 6.64 sq. feet

Method of reversing Engines pneumatic hydraulic governor or other arrangement fitted to prevent racing of the engine when declutched  Means of lubrication

Exhaust Thickness of cylinder liners 45 mm. Are the cylinders fitted with safety valves  Are the exhaust pipes and silencers water cooled or lagged with

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

Boiling Water Pumps, No. 4 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Boiler 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

Pumps connected to the Main Bilge Line { No. and Size 1 à 8" x 8" x 10" How driven steam driven

When 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 \_\_\_\_\_

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

When two independent means arranged for circulating water through the Oil Cooler  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 150 mm. In Pump Room 2 à 80 mm.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2. 1 à 125. 1 à 150 mm.

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

When all Sea Connections fitted direct on the skin of the ship  Are they fitted with Valves or Cocks

When they fixed sufficiently high on the ship's side to be seen without lifting the platform plates  Are the Overboard Discharges above or below the deep water line above

When 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

When all pipes pass through the bunkers suction to cofferdam How are they protected steel pipe, controlled valves at each end from deck.

When all pipes pass through the deep tanks \_\_\_\_\_ Have they been tested as per Rule

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

When 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  Is the Shaft Tunnel watertight  Is it fitted with a watertight door  worked from \_\_\_\_\_

When in wood vessels, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork \_\_\_\_\_

Auxiliary Air Compressors, No. \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by one steam

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

All Auxiliary Air Compressors, No. \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_

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

Refrigerating Air Pumps, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_

Auxiliary Engines crank shafts, diameter as per Rule Please see Adm. up 9. No. one Position starboard side engine room

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



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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.** 2 ✓ Total cubic capacity 800 cub. feet ✓ Internal diameter 14.95 in. ✓ thickness 21 mm. ✓  
 Seamless, lap welded or riveted longitudinal joint 3x double butt Material S.M. steel Range of tensile strength 30-34 ✓ Working pressure by Rules ✓ Actual 24.6 lb. ✓

**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 12-5-38, 6-1-38 Receivers 27-4-38 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 screwshaft, coal iron propeller, one crosshead, one piston rods, one connecting rod, air cooling bundles of tubes etc.*

The foregoing is a correct description,

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

Dates of Survey	11-24/4	10-14-23-30	4-8/15	17-18	9-15-22	3-19-20-21-26-28	3-9-16-23	1-6-11
During progress of work in shops--	2-4-17-20-23-25-26	1-39	2-10-11-14-22-27	13	14-39			
During erection on board vessel--	1-8-17-22-24-27-28	2						
Total No. of visits	44							

Dates of Examination of principal parts—Cylinders 11-27/4-30 Covers 9-15-22/7-38 Pistons 9-15/7-38 Rods 23/15/9-38 Connecting rods 10/4/4-9  
 Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓  
 Screw shaft 20-1-39 Propeller 20-1-39 Stern tube 20-1-39 Engine seatings ✓ Engines holding down bolts 10-9-39  
 Completion of fitting sea connections 20-1-39 Completion of pumping arrangements 22-9-39 Engines tried under working conditions 13-4-39  
 Crank shaft, Material S.M. steel Identification Mark 2314 3373 Flywheel shaft, Material S.M. steel Identification Mark H.K. 1674.26  
 Thrust shaft, Material S.M. steel Identification Mark 20.10.34.HB.12-7-38 Identification Marks H.K. 5-8-38  
 Tube shaft, Material ✓ Identification Mark 1673 Intermediate shafts, Material S.M. steel Identification Marks H.K. 5-8-38  
 Identification Marks on Air Receivers *nos. Lloyd's test 220-221. 550 H. W.P. 350 H. C.B. 21-10-38.*

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 *mt Rapana y Corilla*

**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 T.L.M.C. 4-39. bil engine C.L.*

The amount of Entry Fee .. £ 72.00 : When applied for,  
 Special ... £ 120.00 : 26.4.1939  
 Donkey Boiler Fee ... £ 100.00 : When received,  
 Travelling Expenses (if any) £ 19.00 : 18.5.1939

Committee's Minute  
 Assigned + Lamb. 4.39  
 Oil Exp. 213-100 lb

*W. Bouce*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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