

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

APR 28 1939

APR 28 1939

Received at London Office

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

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

Single
on the Twin
Triple
Quadruple

Screw vessel

motor vessel.

CERONIA

Tons { Gross
Net

Built at Schiedam

By whom built Wilton - Tjennoor.

Yard No. 665 When built 1939

Engines made at do.

By whom made do

Engine No. 1065 When made 1939

Steam Boilers made at Flushing

By whom made Hon. Mr. de Schelde.

Boiler No. 665 When made 1939

Indicated Horse Power 3500

Owners Ned. Petroleum Maats. La Corona

Port belonging to's Garenkooge

Net Horse Power as per Rule 502

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted Yes

Made for which vessel is intended

ENGINES, &c.—Type of Engines Tjennoor 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.

Distance 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 builtdia. of journals as per Rule
as fitted 460 mm.

Crank pin dia. 460 mm.

Crank Webs

Mid. length breadth 870 mm.
Mid. length thickness 290-267 mm.Thickness parallel to axis 206 mm.
Thickness around eye-hole 240 mm.Wheel 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.Screw Shaft, diameter as per Rule
as fitted 400 mm.Screw Shaft, diameter as per Rule
as fitted 400 mm.Is the { tube
screw } shaft fitted with a continuous liner YesBronze 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

Yes

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

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

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 bronze

whether Moveable solid

Total Developed Surface 6.64 m² feet

Method of reversing Engines pneumatic hydraulic

governor or other arrangement fitted to prevent racing of the engine when decelerated Yes

Means of lubrication

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

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.

Suction 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 125 mm.

Stroke 351 mm.

Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line

No. and Size 12 8" x 8" x 10"

How driven steam driven

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

one 8" x 8" x 10"

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 one steam 8" x 8" x 10" 501 p.h.

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 125 mm. 3 90 mm. 1 150 mm.

In Pump Room 2 80 mm.

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

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

All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes

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 Yes

Are they fitted with Valves or Cocks Yes

All Sea Connections fitted direct on the skin of the ship Yes

Are the Overboard Discharges above or below the deep water line above

They fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

They each fitted with a Discharge Valve always accessible on the plating of the vessel Yes

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

All pipes pass through the bunkers suction to cofferdam

Have they been tested as per Rule

All pipes pass through the deep tanks

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

Department to another Yes

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

In Air Compressors, No. 2

No. of stages 2

Diameters 206-184 mm.

Stroke 160 mm.

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. 2

No. of stages 2

Diameters 206-184 mm.

Stroke 160 mm.

Driven by

Provision is made for first Charging the Air Receivers.

steam driven compressor

Savenging Air Pumps, No. 2

Diameter 125 mm.

Stroke 160 mm.

Driven by

Auxiliary Engines crank shafts, diameter as per Rule

as fitted 460 mm.

Position starboard side engine room

Is a report sent herewith Yes

Are the Auxiliary Engines been constructed under special survey

Yes

Is a report sent herewith Yes

Number of Visits 47

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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*

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

Can the internal surfaces of the receivers be examined and cleaned *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 1/2 in.*

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 *24-4-38*

(If not, state date of approval)

Separate Fuel Tanks *✓*

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, coal iron propeller, one crosshead, one piston rod, 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

Manufacturer.

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

Dates of Examination of principal parts—Cylinders *11-27-4-38*

Covers *9-15-22-7-38*

Pistons *9-15-22-7-38*

Rods *23-15-9-38*

Connecting rods *10-24-4-9-15-17*

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 *10-3-39*

Completion of fitting sea connections *20-1-39*

Completion of pumping arrangements *22-3-39*

Engines tried under working conditions *13-4-39*

Crank shaft, Material *S.M. steel*

Identification Mark *2314 3373 20.10.34.H.B. 12.7.38*

Flywheel shaft, Material *S.M. steel*

Identification Mark *H.K. 1674.26*

Thrust shaft, Material *S.M. steel*

Identification Mark *2314 3373 20.10.34.H.B. 12.7.38*

Intermediate shafts, Material *S.M. steel*

Identification Marks *H.K. 1704. 1705. 1706. 1705*

Tube shaft, Material *✓*

Identification Mark *✓*

Screw shaft, Material *S.M. steel*

Identification Mark *H.K. 5-8-38*

Identification Marks on Air Receivers *✓*

Lloyds 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*

If so, have the requirements of the Rules been complied with *✓*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *✓*

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

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

Committee's Minute

Assigned

+ Lmb. 4.39
Oil Exp. 213-100 H.

Engineer Surveyor to Lloyd's Register of Shipping.



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