

REPORT ON OIL ENGINE MACHINERY.

No. 272996

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Date of writing Report 5-8-1938 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Rotterdam
Reg. Book.Date, First Survey 29.12.37. Last Survey 30-8-1938
Number of Visits 48on the ~~Single~~
~~Twin~~
~~Triple~~
~~Quadruple~~ Screw vessel

"Coryda"

Tons { Gross 8028
Net 4721

Built at Rotterdam

By whom built Roth. Droogd. Mf.

Yard No. 202 When built 1930

Engines made at Amsterdam

By whom made Werkspoor

Engine No. 719 When made 1930

Donkey Boilers made at Rotterdam

By whom made Roth. Droogd. Mf.

Boiler No. 548 When made 1930

Brake Horse Power 1000

Owners Pet. Mf. "La Colonia"

Port belonging to Graventhage

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

Carrying Petroleum in bulk

OIL ENGINES, &c.—Type of Engines Please see Amsterdam report N° 15352 or 4 stroke cycle Single or double acting

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 ✓ Flywheel dia. ✓ Weight ✓ Means of ignition ✓ Kind of fuel used ✓

Crank Shaft, { Solid forged as per Rule ✓
Semi built dia. of journals as fitted ✓
All built as fitted ✓
Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ shrunk Thickness parallel to axis ✓
Mid. length thickness ✓ Thickness around eyehole ✓

Flywheel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule 470 mH. Thrust Shaft, diameter at collars as per Rule as fitted 470 mH.

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

Bronze Liners, thickness in way of bushes as per Rule 20 mH. Thickness between bushes as per Rule 15 mH. 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

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 no If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 1690 mH.

Propeller, dia. 15' Pitch 12' No. of blades 4 Material Bronze whether Moveable no Total Developed Surface 72 sq. feet

Method of reversing Engines ✓ Is a governor or other arrangement fitted to prevent racing of the engine when declutched ✓ Means of lubrication

Forged 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 lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Tunnel

Cooling Water Pumps, No. 4 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 35 tons/p.h. Stroke Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size Two a 35 tons/p.h. (one 0" x 0" x 10")
How driven main engine steam

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 a 0" x 0" x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One a 35 tons/p.h. One a 0" x 0" x 10"

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 3 a 3 1/2" - 1 a 5" In Pump Room 1 a 3 1/2"

In Holds, &c. 2 in Rotterdam frame 23.24 and 19.20 a 4" 2 in forehold above deck tank a 50 mH. forward Rotterdam 3 a 90 mH.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 a 5" One a 50 mH. in forehold above forepeak.

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

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 One Rotterdam suction How are they protected Steel pipe with valves to forward and aft bulkhead controlled from aft

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 Yes Is the Shaft Tunnel watertight Hatch aft 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 engine

Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 104-206 mH. Stroke 160 mH. Driven by one Ruston Proctor Engine N° 184172

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

What provision is made for first Charging the Air Receivers

Scavenging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓

Auxiliary Engines crank shafts, diameter as per Rule ✓ Position ✓

Have the Auxiliary Engines been constructed under special survey Yes. Kromhout N° 8261 Is a report sent herewith Yes

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AIR RECEIVERS:—Have they been made under survey *Yes* State No. of Report or Certificate *1*
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 Actual *✓*
Starting Air Receivers, No. *1* Total cubic capacity *000 cubic feet* Internal diameter *1495 m.H.* thickness *20 m.H.*
Seamless, lap welded or riveted longitudinal joint *Riveted* Material *St. Steel* Range of tensile strength *29-34 ton* Working pressure Actual *375 lbs*
If so, is a report now forwarded? *Yes*
IS A DONKEY BOILER FITTED? *Yes*
Is the donkey boiler intended to be used for domestic purposes only *no*
PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval) *all forwarded by Amsterdam Surveyors* Separate Fuel Tanks *✓*
Donkey Boilers *✓* General Pumping Arrangements *✓* Pumping Arrangements in Machinery Space *✓*
Oil Fuel Burning Arrangements *✓* **SPARE GEAR.**

Has the spare gear required by the Rules been supplied *Yes*
State the principal additional spare gear supplied *Cast iron propeller, screw shaft, and further as per Owners specification.*

The foregoing is a correct description,

Manufacturer.

DE ROTTERDAMSCH DE WERF MIJ.

Directeur

A. Knappe

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits *48.*
Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
Screw shaft *19. 22. 3. 38* Propeller *19. 5. 38* Stern tube *19. 19. 22. 38* Engine seatings *1. 8. 38* Engines holding down bolts *5. 8. 38*
Completion of fitting sea connections *11. 6. 38* Completion of pumping arrangements *14. 8. 38* Engines tried under working conditions *30. 8. 38*
Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
Thrust shaft, Material Identification Mark Intermediate shafts, Material *S. M. Hill* Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material *S. M. Hill* Identification Mark
Identification Marks on Air Receivers *See in Amsterdam report of 15. 3. 38* SPARE *See in Amsterdam report of 15. 3. 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 *Oil tanker* If so, have the requirements of the Rules been complied with *Yes*
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *not required*
Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *H.S. Elia (Rott. report 26910 &.)*
General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery has been made and fitted in accordance to the Society's Rules, approved plans and Secretary's letters. materials tested as required and workmanship good. The whole was found in a good working and manouwing condition during a trial trip and we are of opinion that this vessel is eligible to be recorded in the Society's Register Book with F.L.M.C. 0-38 Oil Eng. R.L.*

The amount of Entry Fee .. £ *244.00*
Special .. £ *30.00*
Donkey Boiler Fee .. £
Travelling Expenses (if any) .. £
When applied for, *17. 9. 1938*
When received, *4. 10. 1938*

Committee's Minute

Assigned

FRI 23 SEP 1938

See Ans. 15355



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