

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 15355
AUG 18 1938

Received at London Office

Date of writing Report 15 Aug 1938 When handed in at Local Office 19 22 Port of Amsterdam
No. in Survey held at 72027 on the Reg. Book. Single Triple Quadruple Screw vessel MOTOR VESSEL "CORYDA"
Date, First Survey 15 June 1937 Last Survey 10 Aug 1938 Number of Visits 44
Built at Rotterdam By whom built Rotterdam dry dock 04 Yard No. 202 When built 1930
Engines made at Amsterdam By whom made N. V. Werkspoor Engine No. 719 When made 1930
Donkey Boilers made at Rotterdam By whom made Rott Dierga my Boiler No. 548 When made 1938
Brake Horse Power 3300 Owners Anglo Saxon Petroleum Co. Ltd Port belonging to The Hague
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 Car. Pet. in Bulk 257 55 1/2

OIL ENGINES, &c.—Type of Engines Hercules inject Super charged 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 700 485 Diameter of cylinders 650 mm Length of stroke 140 mm No. of cylinders 8 No. of cranks 8
Mean Indicated Pressure 110 485Span 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 110 Flywheel dia. 2260 mm Weight 6000 kg Means of ignition Solid fuel Kind of fuel used Diesel oil

Crank Shaft, { Solid forged as per Rule approved dia. of journals as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm Mid. length thickness 290 mm Thickness parallel to axis shrunk Thickness around eye hole

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

Tube Shaft, diameter as per Rule approved as fitted Screw Shaft, diameter as per Rule approved as fitted Is the tube shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule approved as fitted Thickness between bushes as per Rule approved 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

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 1440 mm

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

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

Thickness of cylinder liners 55 mm 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 funnel

Cooling Water Pumps, No. 3 Salt 2 fresh water Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 2 Rotary 35 hp each Diameter Stroke Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size How driven

Is the cooling water led to the bilges 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 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1200 mm 40 hp / 1000 mm 10 hp x 10 duplex

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 In Pump Room

In Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

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

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

Are 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

Are 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

What pipes pass through the bunkers How are they protected

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

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 206. 104 mm Stroke 160 mm Driven by Steam engine

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

What provision is made for first Charging the Air Receivers Air Compressor driven by Steam engine

Scavenging Air Pumps, Bottom end each cylinder Diameter 650 mm Stroke 140 mm Driven by main engine

Auxiliary Engines crank shafts, diameter as per Rule approved as fitted 110 mm (Ans up 15/50 down 100) Position

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

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AIR RECEIVERS:—Have they been made under survey

State No. of Report or Certificate 1540-4541

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

Is a drain fitted at the lowest part of each receiver

Can the internal surfaces of the receivers be examined and cleaned

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

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

Receivers

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

State the principal additional spare gear supplied

The foregoing is a correct description,

WEKSPOR N.V.

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits

Dates of Examination of principal parts—Cylinders 1-3 June 1-4 July Covers 1-4 July Pistons 6-16 July Rods 27 June 27 June
Crank shaft 16 Oct 8-27 June Flywheel shaft 8 June Thrust shaft 3 Jan-15 June Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
Crank shaft, Material SMS Identification Mark 4067-60 Flywheel shaft, Material SMS Identification Mark 4090
Thrust shaft, Material SMS Identification Mark 4090 Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark
Identification Marks on Air Receivers 4540.41
4067-60 5504.85
4090 3504.85
4090 11-3-30

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings 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

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery has been constructed under special survey to approved plans & Secretary's letters and approved plans
Material & workmanship throughout good

The Machinery has been shipped to Rotterdam and will be fitted aboard Rotterdam drydock Jan 11-20 22.

The amount of Entry Fee
Special
Donkey Boiler Fee
Travelling Expenses (if any)

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

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