

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
Date, First Survey 15 June 1937 Last Survey 10 Aug 1938
Number of Visits 44

No. in Survey held at Amsterdam
Reg. Book. 72027 on the Single Four Triple Quadruple Screw vessel MOTOR VESSEL "CORYDA"
Tons: Gross 7087 Net 4851

Built at Rotterdam By whom built Potterd dry dock Yard No. 202 When built 1920
Engines made at Amsterdam By whom made N.V. Werkspoor Engine No. 719 When made 1920
Donkey Boilers made at Potterdam By whom made Pott Drogen m.f. 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

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

Maximum pressure in cylinders 700 lbs Diameter of cylinders 650 mm Length of stroke 140 mm No. of cylinders 8 No. of cranks 8
Mean Indicated Pressure 110 lbs

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 110 Flywheel dia. 2260 mm Weight 6000 kg Means of ignition Solid magnet Kind of fuel used Diesel oil

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

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

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

Bronze Liners, thickness in way of bushes as per Rule shrunk Thickness between bushes as per Rule shrunk Is the after end of the liner made watertight in the
as fitted shrunk as fitted shrunk

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

If two liners are fitted, is the shaft lapped or protected between the liners shrunk Is an approved Oil Gland or other appliance fitted at the after end of the tube shrunk
shaft shrunk If so, state type shrunk Length of Bearing in Stern Bush next to and supporting propeller 1440 mm

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

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 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel shrunk
Bilge Pumps worked from the Main Engines, No. 2 Rotary 35 km each Diameter shrunk Stroke shrunk Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line shrunk No. and Size shrunk How driven shrunk
Is the cooling water led to the bilges shrunk If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
arrangements shrunk

Ballast Pumps, No. and size shrunk Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 rotary 40 km/rev
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 shrunk In Pump Room shrunk

In Holds, &c. shrunk Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size shrunk Are the Bilge Suctions in the Machinery Spaces
shrunk

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

Are all Sea Connections fitted direct on the skin of the ship shrunk Are they fitted with Valves or Cocks shrunk
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates shrunk Are the Overboard Discharges above or below the deep water line shrunk

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel shrunk Are the Blow Off Cocks fitted with a spigot and brass covering plate shrunk
What pipes pass through the bunkers shrunk How are they protected shrunk

What pipes pass through the deep tanks shrunk Have they been tested as per Rule shrunk
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times shrunk

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 shrunk Is the Shaft Tunnel watertight shrunk Is it fitted with a watertight door shrunk worked from shrunk

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork shrunk
Main Air Compressors, No. shrunk No. of stages shrunk Diameters shrunk Stroke shrunk Driven by shrunk

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. shrunk No. of stages shrunk Diameters shrunk Stroke shrunk Driven by shrunk

What provision is made for first Charging the Air Receivers See 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 No. shrunk Position shrunk
as fitted 110 mm (Ans up 15/50 down 10/10)

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

YDS
733
6.5.38
18
6.5.38
19
6.5.38

fitted

of

Book

well.

Shipping.



002907-002915-002918

AIR RECEIVERS:—Have they been made under survey *Yes* ✓ State No. of Report or Certificate *1540-4541*
 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. *1* 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. *2* Total cubic capacity *Not subject* Internal diameter *1495mm* thickness *21mm*
 Seamless, lap welded or riveted longitudinal joint *welded* Material *SMS* Range of tensile strength *30/34 ton* Working pressure *Actual 350488*
 by Rules *approved*
 Actual *—*

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 *E 20-1-37* Receivers *E 10-1-37* Separate Fuel Tanks
 (If not, state date of approval) *23-4-37*
 Donkey Boilers *—* General Pumping Arrangements *—* Pumping Arrangements in Machinery Space *2p. 4. 37.*
 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,

WERKSPOR N.V. Manufacturer.
 1937. June 15. July 8. 19. 23. Sept 21. Oct 14. 16. 18. Nov 17. 23. 29. Dec 16. 17
 1938 Jan 3. 17. 20. Feb 7. March 11. 26. 30. April 25. 27. May 9. 10. 19. 20. June 1. 3. 8. 10. 13. 14. 15. 27
 July 1. 4. 5. 6. 8. 15. 16. 18. 20. Aug 10
 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* Connecting rods *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 filling sea connections *—* Completion of pumping arrangements *—* Engines tried under working conditions *9916*
 Crank shaft, Material *SMS* Identification Mark *4PB 8-6-30* Flywheel shaft, Material *SMS* Identification Mark *PK. 5-11-37*
 Thrust shaft, Material *SMS* Identification Mark *4PB 15-6-20* Intermediate shafts, Material *—* Identification Marks *—*
 Tube shaft, Material *—* Identification Mark *—* Screw shaft, Material *—* Identification Mark *—*
 Identification Marks on Air Receivers *4540.41*
49B 11-3-30
W.P. 350488
49B 11-3-30

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
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *oil tankers* If so, have the requirements of the Rules been complied with *no*
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *no*
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *CYMBULA Amsterdam upon no. 15333*

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 yard No 202.

Certificate (if required) to be sent to Committee's Minute.

The amount of Entry Fee *£ 72.00* When applied for, *17-8-38*
 Special *£ 960.00* When received, *19-8-38*
 Donkey Boiler Fee *£ 140.00*
 Travelling Expenses (if any) *£ 11.50*
 Committee's Minute *FRI 23 SEP 1938*
 Assigned *+ L.M.C. 8.38*
Oil by DB 180 lb.

Burgdorff
 Engineer Surveyor to Lloyd's Register of Shipping.

