

## REPORT ON OIL ENGINE MACHINERY.

No. 24512

14 MAY 1936

Date of writing Report 7-5-1936 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Rotterdam  
Reg. Book.

Date, First Survey 8-10-36 Last Survey 6-5-1936

Number of Visits 40

Single  
on the ~~Twin~~ Motor  
Triple Screw vessel  
Quadruple

ETREMA

Tons Gross 6236  
Net 5606

Built at Rotterdam By whom built Pott Droogd My Yard No. 193 When built 1936  
Engines made at Amsterdam By whom made Werkspoor Engine No. When made 1936  
Donkey Boilers made at Rotterdam By whom made Pott Droogd My Boiler No. When made 1936  
Brake Horse Power 1800 Owners Petroleum My. "La Corona" Port belonging to Slavenhage  
Nom. Horse Power as per Rule 377 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 13659 attached* 2 or 4 stroke cycle — Single or double acting —  
Maximum pressure in cylinders — Diameter of cylinders — Length of stroke — No. of cylinders — No. of cranks —  
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, dia. of journals as per Rule — Crank pin dia. — Crank Webs Mid. length breadth — Thickness parallel to axis —  
as fitted — Mid. length thickness — shrunk — Thickness around eyehole —  
Flywheel Shaft, diameter as per Rule — Intermediate Shafts, diameter as per Rule approved 370 mm 330 Thrust Shaft, diameter at collars as per Rule approved 340 mm  
as fitted — as fitted — Is the tube screw shaft fitted with a continuous liner Yes  
Tube Shaft, diameter as per Rule — Screw Shaft, diameter as per Rule approved 370 mm  
as fitted — as fitted — Thickness between bushes as per Rule approved 15 mm  
Bronze Liners, thickness in way of bushes as per Rule approved 19.5 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  
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 1500 mm  
Propeller, dia. 4270 mm Pitch 5580 mm No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 5.75 sq ft  
Method of reversing Engines By air 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 —  
Cooling Water Pumps, No. 4 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 wormwheel pumps, 1 Duplex pump, 8" x 8" x 10" Can one be overhauled while the other is at work Yes  
Pumps connected to the Main Bilge Line No. and size 1 wormwheel pump, 1 Duplex pump, 8" x 8" x 10" How driven Main Engine  
Ballast Pumps, No. and size One 8" x 8" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size One rotary 40 ton  
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 2 90 mm 1 160 mm 1 125 mm Cofferdam 2 2 1 90 mm Pump Room aft 3 2 90 mm  
In Holds, &c. forehold above deck tank 2 2 10 mm In cofferdam 3 2 70 mm above FP 1 2 50 mm  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 2 160 mm 1 2 125 mm  
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 bilge suction to after cofferdam How are they protected Steel pipes with valves at each end, controlled from deck.  
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 No tunnel 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 by steam  
Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 206 (206-184) Stroke 160 mm Driven by one by steam engine  
Small Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by hand  
Scavenging Air Pumps, No. — Diameter — Stroke — Driven by steam  
Auxiliary Engines crank shafts, diameter as per Rule — Position —  
as fitted —

**AIR RECEIVERS:**—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  
High Pressure 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 2 x 11.3 cu ft Internal diameter 1495 mm thickness 20 mm  
Seamless, lap welded or riveted longitudinal joint Double butt Material 4. M. Steel Range of tensile strength 30.39 tons Working pressure by Rules 16.1 kg  
Actual 14.6 kg

BIJLAGE  
Nº 36

UKMAN &amp; SARTY AMST



