

# REPORT ON OIL ENGINE MACHINERY.

No. 24512

14 MAY 1936

Received at London Office

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

on the ~~Triple~~ <sup>Single</sup> Motor Screw vessel

## ETREMA

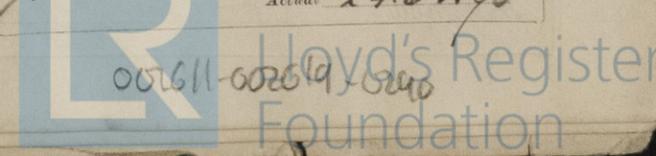
Tons Gross 6236 Net 5606

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 Sgravenhage  
 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* — *as per Rule approved* — *as fitted* 370 mill 350  
**Flywheel Shaft**, diameter *as per Rule* — **Intermediate Shafts**, diameter *as per Rule approved* — **Thrust Shaft**, diameter at collars *as per Rule approved*  
*as fitted* — *as fitted* 370 mill 350  
**Tube Shaft**, diameter *as per Rule* — **Screw Shaft**, diameter *as per Rule approved* — Is the *tube* shaft fitted with a continuous liner *Yes*  
*as fitted* — *as per Rule approved* — *as fitted* 19.5 mill 15 mill  
**Bronze Liners**, thickness in way of bushes *as per Rule approved* — Thickness between bushes *as per Rule approved* — Is the after end of the liner made watertight in the  
*as fitted* — *as fitted* 19.5 mill 15 mill  
 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 *Yes* — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 1500 mill  
**Propeller**, dia. 4270 mill, pitch 5580 mill, No. of blades 4 Material *Bronze* whether Moveable *No* Total Developed Surface 2.75 sq feet  
**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 *journal pumps* — Diameter — Stroke — Can one be overhauled while the other is at work *Yes*  
**Pumps connected to the Main Bilge Line** — No. and Size *2 wormwheel pumps, 1 Duplex pump, 8" x 8" x 10"*  
*How driven* *Main Engine* — *Steam*  
**Ballast Pumps**, No. and size *One is 8" x 8" x 10"* — Lubricating Oil Pumps, including Spare Pump, No. and size *One rotary 40 ton*  
*one 8" x 8" 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 *3 is 90 mill, 1 is 160 mill, 1 is 125 mill, Rotterdam 21-22, 1 is 90 mill, Pump Room aft 3 is 90 mill, forward 1 is 50 mill*  
 In Holds, &c. *forehold above deck tank 2 is 50 mill, in cofferdam 3 is 70 mill, above FP 1 is 50 mill*  
**Independent Power Pump Direct Suctions** to the Engine Room Bilges, No. and size *1 is 160 mill, 1 is 125 mill*  
 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 tunnels* — 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

**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 —  
**Starting Air Receivers**, No. 2 — Total cubic capacity *2 x 11.3 cu ft* — Internal diameter *1495 mill* — thickness *20 mill*  
 Seamless, lap welded or riveted longitudinal joint *Double built Material 4. M. Steel Range of tensile strength 30.39 tons Working pressure Actual 24.6 kg*

BIJLAGE N° 36



See also 23859.

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 *No*

PLANS. Are approved plans forwarded herewith for Shafting *all forwarded by Amsterdam surveyors*

Receivers *9-4-35*

Separate Tanks

Donkey Boilers *8-4-35*

General Pumping Arrangements *Wilton yard 655-30-4-35*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied *One new shaft, cast iron propeller, 2 cylinder covers complete, 2 pistons complete, 2 cylinder liners complete, 1 set of coupling bolts, one set of main bearing brasses, one set of bottom end brasses, one piston rod, one connecting rod. One crosshead with guide, Chain for pump drive etc. one set of chain wheels*

The foregoing is a correct description.

AMSTERDAMSE DROOGMAATSCHAPPIJ

Directeur

*A. Mape*

Manufacturer.

Dates of Survey while building	During progress of work in shops--	1935 8/10 10/10 20/10 31/10 11/11 11/11 21/11 25/11 6/12 9/12 11/12 12/12 1936 17/12 14/1 15/1 20/1 3/1
	During erection on board vessel---	1936 19/1 20/1 25/1 4/2 7/2 9/2 10/2 11/2 16/2 17/2 21/2 23/2 24/2 26/2 27/2 28/2 31/2 1/3 3/3 6/3 16/3 24/3 29/3 30/3
	Total No. of visits	48 15 45

Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts 20.2.36 Tube shaft ✓

Screw shaft 20.2.36 Propeller 20.2.36 Stern tube 14.12.35 Engine sealings on tank top Engines holding down bolts 26.8.13

Completion of fitting sea connections 28-2-36 Completion of pumping arrangements 30-4-36 Engines tried under working conditions 5-5-36

Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓

Thrust shaft, Material *S. M. Steel* Identification Mark *LLOYD'S H.P.B. 1836 W. 9.35* Intermediate shafts, Material *S. M. Steel* Identification Marks *LLOYD'S KH 18024 JS. 20.2.36*

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material *S. M. Steel* Identification Mark *LLOYD'S KH 18023 JS. 20.2.36*

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 ✓

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 *MV. EULOTA (Wilton Tynewood yard 655)*

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 letter, material tested as required and workmanship good. The whole was found in a good working and manoeuvring condition during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with LMC 5.36. OIL ENG. C.L.*

The amount of Entry Fee .. £	When applied for,
1/5 Special ... .. £ 146.00	9.5.1936
Donkey Boiler Fee on special report	When received,
Air Receivers .. .. £ 100.80	29.5.1936
Travelling Expenses (if any) .. £ 20.00	2/6

Committee's Minute

Assigned

*+ Lmb. 5.36 oil eng*  
*D.B. 18045*

*J. J. Schoo*  
Engineer, Surveyor to Lloyd's Register of Shipping.



Certificate (if required) to be sent to Rotterdam surveyor

Rpt.  
date of  
No. in Reg. Bk.  
Build  
Engin  
Donke  
Brack  
Nom  
Trade  
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Maximu  
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Revoluti  
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Auxiliar  
Small A  
Scaveng  
Auxiliar  
AIR R  
Can the  
High Pr  
Seamless,  
Starting  
Seamless,