

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 16-10-1939 When handed in at Local Office 10 Port of ROTTERDAM Received at London Office NOV 1 1939

No. in Survey held at ROTTERDAM & SCHIEDAM Date, First Survey 5-1-39 Last Survey 17-10-1939  
Reg. Book. on the TWIN SCREW STEAMER SAIDJA (Number of Visits 88)

Built at SCHIEDAM By whom built SCHIEPBOUW M. NIEUWE WATERWEG Yard No. 213 When built 1939  
Engines made at ROTTERDAM By whom made ROTT. DROOFG. M. Engine No. 240-41 When made 1939

Boilers made at ROTTERDAM By whom made ROTT. DROOFG. M. Boiler No. 565-46 When made 1939  
Registered Horse Power 3800 Owners NED. IND. TANKSTOOMBOOT MAATSCHAPPY Port belonging to SCRAVENHAGE

Nom. Horse Power as per Rule 735 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES  
Trade for which Vessel is intended CARR. PETROLEUM IN BULK

## ENGINES, &c. — Description of Engines: TRIPLE EXPANSION Revs. per minute 90

Dia. of Cylinders 500 x 900 x 1350 mm Length of Stroke 1000 mm No. of Cylinders 2 x 3 No. of Cranks 2 x 3  
Crank shaft, dia. of journals as per Rule 318 mm Crank pin dia. 318 mm Crank webs Mid. length breadth 630 mm Thickness parallel to axis 170 mm  
as fitted 318 mm Mid. length thickness 200 mm Thickness around eye-hole 150 mm

Intermediate Shafts, diameter as per Rule 296 mm Thrust shaft, diameter at collars as per Rule 318 mm  
as fitted 296 mm as fitted 318 mm

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 330 mm Is the tube shaft fitted with a continuous liner Yes  
as fitted as fitted 330 mm screw

Bronze Liners, thickness in way of bushes as per Rule 18 mm Thickness between bushes as per Rule 17 mm Is the after end of the liner made watertight in the propeller boss YES  
as fitted 18 mm as fitted 17 mm 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 Yes  
If two liners are fitted, is the shaft lapped or protected between the liners No Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes If so, state type Wickers Length of Bearing in Stern Bush next to and supporting propeller 1355 mm

Propellers, dia. 440 mm Pitch 15.05 No. of Blades 3 Material BRONZE whether Moveable No Total Developed Surface 58 sq. feet  
Feed Pumps worked from the Main Engines, No. 2 Diameter 185 mm Stroke 100 mm Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 185 mm Stroke 100 mm Can one be overhauled while the other is at work Yes  
Feed Pumps { No. and size 2 WEIRS 10 x 13 x 14 Pumps connected to the { No. and size Two 185 mm dia x 100 mm stroke  
How driven STEAM DRIVEN Main Bilge Line { How driven Main Engines

Ballast Pumps, No. and size ONE à 10 x 12 x 12 (DUPLIX) Lubricating Oil Pumps, including Spare Pump, No. and size 2  
Are two independent means arranged for circulating water through the Oil Cooler No Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; — In Engine and Boiler Room 3 à 3" ONE IN COFFERDAM FRAME 10-37. ONE à 5 1/2"

In Pump Room Nº 1 à 3" Nº 2 à 3" In Holds, &c. 3 à 2" TUN COFFERDAM à 4" ONE IN FOREHOLD PUMPROOM à 2" TWO ON FOREPEAK DECK à 2"  
Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE à 11" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ONE à 5 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES

Are the Bilge Suctions in the Machinery Space 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 stokehold 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

That Pipes pass through the bunkers ONE COFFERDAM SUCTION How are they protected STEELPIPE WITH VALVE ON EACH SIDE CONTROLLED FROM DECK  
That pipes pass through the deep tanks No Have they been tested as per Rule Yes

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 No Is the Shaft Tunnel watertight MACH AFT Is it fitted with a watertight door No worked from No

MAIN BOILERS, &c. — (Letter for record S) Total Heating Surface of Boilers 10640 sq. ft  
Forced Draft fitted YES No. and Description of Boilers 2 WATER TUBE BABCOCK'S & WILCOX Working Pressure 120 LBS

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES  
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? No

Is the donkey boiler intended to be used for domestic purposes only No  
PLANS. Are approved plans forwarded herewith for Shafting 25-1-39 Main Boilers 16-11-38 Auxiliary Boilers No Donkey Boilers No  
(If not state date of approval)

Superheaters No General Pumping Arrangements 30.3.39 Oil fuel Burning Piping Arrangements 15-9-39  
SPARE GEAR.

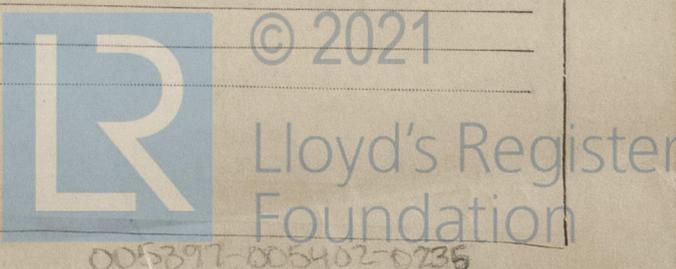
Is the spare gear required by the Rules been supplied YES  
What the principal additional spare gear supplied CRANK SHAFT AND SPARE ATTACHED LIST

472.  
482.

26-28-31

102.

M. P. DE ROTTERDAMSCHER DROOFG. M.  
The foregoing is a correct description  
M. P. de Rotterdamse Droogdok Mij.  
Manufacturer.



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