

## REPORT ON OIL ENGINE MACHINERY.

No. 23510

25 FEB 1935

Writing Report 11-2-1935 When handed in at Local Office

Port of Rotterdam

Survey held at

Rotterdam

Date, First Survey

25<sup>th</sup> May 1934 Last Survey 7<sup>th</sup> Feb 1935

Number of Visits 51

on the <sup>Single</sup> ~~Twin~~ <sup>Triple</sup> ~~Quadruple~~ Screw vessel

SUNETTA

Tons { Gross 2987  
Net 4764

at Rotterdam

By whom built

Mott Wood &amp; Co

Yard No. 186

When built 1935

es made at

Gengelo

By whom made

Gehr. Hork

Engine No.

When made 1934

Boilers made at

Rotterdam

By whom made

Mott Wood &amp; Co

Boiler No. 516

When made 1934

Horse Power

2000

Owners

Petroleum M. Co. "Corona"

Port belonging to

Gravenhage

Horse Power as per Rule

502

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted Yes

for which vessel is intended

Carrying oil in bulk

ENGINES, &amp;c.—Type of Engines

Please see Amsterdam report No. 13316

or 4 stroke cycle

Single or double acting

Pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

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

Shaft, dia. of journals

as per Rule

Crank pin dia.

Crank Webs

Mid. length breadth

shrunk

Thickness parallel to axis

Propeller Shaft, diameter

as per Rule

Intermediate Shafts, diameter

as per Rule

420

Thrust Shaft, diameter at collars

as per Rule

Shaft, diameter

as per Rule

Screw Shaft, diameter

as per Rule

400

Is the

screw

shaft fitted with a continuous liner

Yes

Liners, thickness in way of bushes

as per Rule

20 mill

Thickness between bushes

as per Rule

15 mill

Is the after end of the liner made watertight in the

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

Liners are fitted, is the shaft lapped or protected between the liners

Yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

If so, state type

Yes

Length of Bearing in Stern Bush next to and supporting propeller

1390 mill

Pitch

12

No. of blades

4

Material

Bronze

whether Moveable

No

Total Developed Surface

42

sq. feet

of reversing Engines

Yes

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Yes

Means of lubrication

Thickness of cylinder liners

Yes

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers water cooled or lagged with

acting material

Yes

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Water Pumps, No.

4

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Yes

Pumps worked from the Main Engines, No.

2

Diameter

35 tons

Stroke

Can one be overhauled while the other is at work

Yes

connected to the Main Bilge Line

No. and Size

Two 35 ton

How driven

Main engine

Steam driven

One 8x8x10

oling water led to the bilges

No

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

Pumps, No. and size

One 8x8x10

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

One 35 ton

Stroke

One 8x8x10

Independent means arranged for circulating water through the Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

1 to 3 1/2

No. and size:—In Machinery Spaces

3 to 3 1/2

In Pump Room

1 to 3 1/2

Ident Power Pump Direct Suctions to the Engine Room Bilges, No. and size

1 to 5

The Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Yes

Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Yes

Connections fitted direct on the skin of the ship

Yes

Are they fitted with Valves or Cocks

Both

Are the Overboard Discharges above or below the deep water line

Above

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

Steel pipe with valves to for an off

Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

Engagement 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

vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Yes

Is the Shaft Tunnel watertight

Mach aft

Is it fitted with a watertight door

worked from

Compressors, No.

No. of stages

Air Compressors, No.

2

No. of stages

2

Diameters

206 x (206-184)

Stroke

160 mill

Driven by

Steam engine

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

No. of stages

Diameters

Stroke

Driven by

No. of stages

Diameters

Engines crank shafts, diameter

as per Rule

Please see Amsterdam report No. 13316

as fitted

No. of stages

Diameters

Stroke

Driven by

No. of stages

Diameters

Stroke

Engines crank shafts, diameter

as per Rule

Please see Amsterdam report No. 13316

as fitted

No. of stages

Diameters

Stroke

Driven by

No. of stages

Diameters

Stroke



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**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 800 cu feet Internal diameter 14.95 in thickness 2.1 in  
Seamless, lap welded or riveted longitudinal joint ✓ Material S.M. Steel Range of tensile strength 29.34 tons Working pressure ✓  
**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 Survey  
(If not, state date of approval) Receivers Separate Tanks  
Donkey Boilers ✓ General Pumping Arrangements ✓ Oil Fuel Burning Arrangements ✓

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied Yes  
State the principal additional spare gear supplied Screw shaft, cast iron propeller

The foregoing is a correct description,

A. Anape Manufacturer.

Dates of Survey while building	During progress of work in shops --	1934 15 15	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
	During erection on board vessel --	3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
	Total No. of visits	51	

Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓  
Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts 2-11-34 Tube shaft ✓  
Screw shaft 23-10-34 Propeller 27-9-34 Stern tube 26-8-34 Engine seatings 26-11-34 Engines holding down bolts 18-10-34  
Completion of fitting sea connections 30-10-34 Completion of pumping arrangements 23-1-35 Engines tried under working conditions 7-2-35  
Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓  
Thrust shaft, Material ✓ Identification Mark ✓ Intermediate shafts, Material S.M. Steel Identification Marks ✓  
Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material S.M. Steel Identification Mark ✓

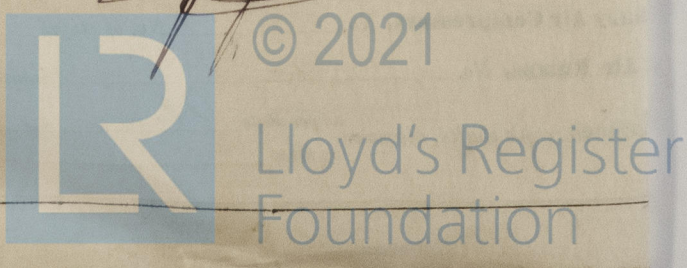
Is the flash point of the oil to be used over 150° F. Yes  
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Oil tanker If so, have the requirements of the Rules been complied with ✓  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with No  
Is this machinery duplicate of a previous case No If so, state name of vessel ✓

**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 letters, material tested as required and workmanship good. The whole was found in a good working and maneuver 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 2.35; Oil Eng. CL

The amount of Entry Fee .. £ 250.00 When applied for, 23.2.1935  
Special Survey Fee 100.00 When received, 19/3  
Donkey Boiler Fee 30.00  
Travelling Expenses (if any) ✓

Committee's Minute ✓  
Assigned + LMC 2.35 DB-180 lb. Oil Eng. CL

J. Y. Ochov  
Engineer Surveyor to Lloyd's Register of Shipping



Surveyors Rotterdam

(The Surveyors are requested not to write on or below the space for Committee's Minute.)