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# REPORT ON OIL ENGINE MACHINERY

No. 23510

Received at London Office 25 FEB 1935

Writing Report 11-2-1935 When handed in at Local Office 10 Port of Rotterdam

Survey held at Rotterdam Date, First Survey 25<sup>th</sup> of May 1934 Last Survey Feb 9<sup>th</sup> 1935 Number of Visits 51

on the <sup>Single</sup> ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel **SUNETTA** Tons Gross 2987 Net 4764

at Rotterdam By whom built Mott Wood & Co Yard No. 186 When built 1935

Engines made at Genuelo By whom made Gebro. Hork Engine No. When made 1934

Boilers made at Rotterdam By whom made Mott Wood & Co Boiler No. 516 When made 1934

Horse Power 2000 Owners Petroleum M. Co. "ha 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, &c.—Type of Engines Please see Amsterdam report No. 13316 or 4 stroke cycle Single or double acting

Mean 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 as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eye-hole

Propeller Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 470 Thrust Shaft, diameter at collars as per Rule as fitted

Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 400 mm Is the shaft fitted with a continuous liner Yes

Liners, thickness in way of bushes as per Rule as fitted 20 mm Thickness between bushes as per Rule as fitted 15 mm 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

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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1390 mm

Propeller, dia. 15" Pitch 12" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 42 sq. feet

of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

insulating material 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

connected to the Main Bilge Line No. and Size Two 35 ton pumps One is 8x8x10 How driven Steam driven

Routing 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 is 8x8x10 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One is 35 ton 1/4 One is 8x8x10

Independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces 3 is 3 1/2" 1 is 5" 1 is 7 1/2" In Pump Room 1 is 3 1/2"

&c. 2 in forehold above deck 50 mm 1 in main deck above forepeak 70 mm One is 50 mm

Identical Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 is 5"

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

Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both

Positioned 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

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

Discharges pass through the bunkers One copper dam suction How are they protected Steel pipe with valves to fore and aft

Discharges pass through the deep tanks 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

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

space to another Yes Is the Shaft Tunnel watertight Mach aft Is it fitted with a watertight door worked from

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

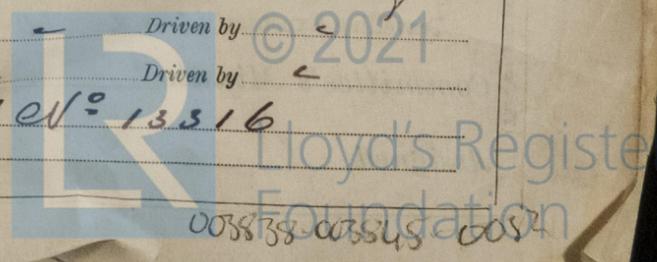
Compressors, No. No. of stages Diameters Stroke Driven by

Air Compressors, No. 2 No. of stages 2 Diameters 206 x (206-184) Stroke 160 mm Driven by Steam Engine

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Boasting Air Pumps, No. Diameter Stroke Driven by

Engines crank shafts, diameter as per Rule as fitted Please see Amsterdam report No. 13316



Lloyd's Register Foundation

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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 ✓  
by Rules ✓  
Actual ✓

**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 riveted Material S.M. Steel Range of tensile strength 29-34 tons Working pressure ✓  
by Rules 375  
Actual 350

**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--	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. 6. 7. 12. 15. 18. 22. 24. 28. 31. 19. 35. 5. 5. 8. 15. 16. 17. 18. 23. 24. 26. 29. 2. 4. 7. 9.
	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 6-5-37 Engine seatings 26-11-34 Engines holding down bolts 18-1

Completion of fitting sea connections 30-10-34 Completion of pumping arrangements 23-1-35 Engines tried under working conditions 7-2

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

Thrust shaft, Material LL0408 Identification Mark HPB-1853 Intermediate shafts, Material S.M. Steel Identification Marks LL04, KK-2, JS-2, LL01, KN-11, JS-23

Tube shaft, Material 8-8-34 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
1/2 Special Survey Fee	100.80	When received,	18. 3. 1935
Donkey Boiler Fee	30.00		
Travelling Expenses (if any)			

Y. Y. Ochoa  
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI. 8 MAR 1935

Assigned + LMC 2.35 DB-180 lb. Oil Eng. CL



Surveyors Rotterdam

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