

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

DSC

Received at London Office

20 NOV 1939

of writing Report 9-11-1939 When handed in at Local Office

Port of ROTTERDAM

in Survey held at ROTTERDAM

Date, First Survey 20-1-39 Last Survey 8-11-1939

g. Book.

on the TWIN-SCREW STEAMER "SAROEKA"

(Number of Visits 65)

Gross 6671

Net 3801

SCHIEDAM By whom built N. WILTON-EXENOORD

Yard No. 608

When built 1939

engines made at ROTTERDAM By whom made ROTT. DROOGDOEK M.Y.

Engine No. 242-243 When made 1939

Boilers made at ROTTERDAM By whom made ROTT. DROOGDOEK M.Y.

Boiler No. 505-606 When made 1939

Registered Horse Power 3800

Owners NED. IND. TANKSTOOMBOOT M.Y. Port belonging to S. GRAVENHAGE

Horse Power as per Rule 733

Is Refrigerating Machinery fitted for cargo purposes NO

Is Electric Light fitted YES

ade for which Vessel is intended CARR. PETROLEUM IN BULK.

GINES, &c. Description of Engines TAIPLE EXPANSION

Revs. per minute 90

No. of Cylinders 500 x 900 x 1550 mm Length of Stroke 1000 mm No. of Cylinders 2 x 3 No. of Cranks 2 x 3

ank shaft, dia. of journals as per Rule 320 mm Crank pin dia. 320 mm Crank webs Mid. length breadth 630 mm Thickness parallel to axis 120 mm

as fitted 320 mm Mid. length thickness 200 mm Thickness around eye-hole 120 mm

Intermediate Shafts, diameter as per Rule 302 mm Thrust shaft, diameter at collars as per Rule 320 mm

as fitted 302 mm as fitted 320 mm

be Shafts, diameter as per Rule 330 mm Is the screw shaft fitted with a continuous liner YES

as fitted 330 mm as fitted 17 mm

onze Liners, thickness in way of bushes as per Rule 10 mm Thickness between bushes as per Rule 17 mm Is the after end of the liner made watertight in the

eller 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

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

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

ft YES If so, state type VICKERS PATENT Length of Bearing in Stern Bush next to and supporting propeller 155 mm

opeller, dia. 440 mm Pitch 15.05 No. of Blades 3 Material BRONZE whether Moveable NO Total Developed Surface 58 sq. feet

ed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

lge Pumps worked from the Main Engines, No. Diameter 165 mm Stroke 160 mm Can one be overhauled while the other is at work YES

eed Pumps No. and size 2 WEIRS 10 x 13 1/2 x 24 Pumps connected to the Main Bilge Line No. and size TWO 165 x 160 ONE 10 x 12 x 12 ONE 6 x 8 x 8

How driven STEAM DRIVEN How driven MAIN ENGINES STEAM

allast Pumps, No. and size ONE 10 x 12 x 12 DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size

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

lge Pumps;—In Engine and Boiler Room 3 1/2" ONE IN COFFERDAM FRAME 20 1/2" ONE 6 1/2"

Pump Room NO 1 1/2 1/2" NO 2 1 1/2 1/2" In Holds, &c. 3 1/2" 1 in COFFERDAM 4" ONE IN FOREHOLD

PUMPROOM 2" TWO ON FOREPEAK DECK 2"

ain Water Circulating Pump Direct Bilge Suctions, No. and size ONE 11" Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size ONE 2 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES

re 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

re all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks BOTH

re 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

re 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

hat Pipes pass through the bunkers ONE COFFERDAM SUCTION How are they protected STEEL PIPE WITH VALVE ONE EACH SIDE

hat pipes pass through the deep tanks Have they been tested as per Rule CONTROLLED FROM DECK

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

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

mpartment to another NO Is the Shaft Tunnel watertight MACH. AFT. Is it fitted with a watertight door worked from

AIN BOILERS, &c.—(Letter for record S.W.T.) Total Heating Surface of Boilers 10640 ft

Forced Draft fitted YES No. and Description of Boilers 2 WATERTUBE BABCOCK & WILCOX Working Pressure 220 LBS

S A REPORT ON MAIN BOILERS NOW FORWARDED? YES

S A DONKEY BOILER FITTED? NO If so, is a report now forwarded?

the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 15.1.39 Main Boilers 16.11.38 Auxiliary Boilers Donkey Boilers

uperheaters General Pumping Arrangements 20.3.39 Oil fuel Burning Piping Arrangements 13.9.39

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

State the principal additional spare gear supplied CRANKSHAFT AND AS PER LIST FORWARDED WITH

1ST ENTRY REPORT ON TSS SAIDJA ROTTERDAM REPORT 28616

R. DE ROTTERDAMSCHER DROOGDOEK M.Y.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register Foundation

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During progress of work in shops - Jan. 10-26 Feb. 2-4-14-15-10-25 March 3-7-10-24-31 April 3-21-21-24-28-29 May 1-9 19-20-25-27 June 2-7-16-19-21-27 July 1-3-13-18-24-26-27-28 Aug 1-3-14-15-16-30 Sept 1-2-21 Oct 16-18-20
Dates of Survey while building During erection on board vessel - Aug 24-25-26 Sept 8-22 Oct 16-21 Nov 1-5-8.
Total No. of visits 65

Dates of Examination of principal parts - Cylinders 10/14 12/14 9/19 10/14 11/18 Slides 15/13 9/19 1/8 Covers 21/18 21/18
Pistons 3-10/13 21/4 9/5 Piston Rods 14/12 24/3 Connecting rods 27/13-10-24 29/19
Crank shaft 16/14 14-12-8 10-24 5-12-4 10-24 Thrust shaft 24/19 28/19 Intermediate shafts 24/19 27/19 24/18
Tube shaft 2 Screw shaft 24/19 1-2-7 24/8 Propeller 30-8-39
Stern tube 16/14 21-29 25-26 Engine and boiler seatings 3-6-8-39 Engines holding down bolts 13-10-39
Completion of fitting sea connections 26-8-39
Completion of pumping arrangements 8-11-39 Boilers fixed 11-10-39 Engines tried under steam 8-11-39
Main boiler safety valves adjusted 1-11-39 Thickness of adjusting washers SB 11.8 mm. PORT 11.8 mm.
Crank shaft material S.M. STEEL Identification Mark LLOYD'S No 1017-1018 J.S. 7-9-38 Thrust shaft material S.M. STEEL Identification Mark LLOYD'S No 1017-1018 J.S. 7-9-38
Intermediate shafts, material S.M. STEEL Identification Marks LLOYD'S No 1017-1018 J.S. 7-9-38 Tube shaft, material S Identification Mark LLOYD'S No 1017-1018 J.S. 7-9-38
Screw shaft, material S.M. STEEL Identification Mark LLOYD'S No 1017-1018 J.S. 7-9-38 Steam Pipes, material STEEL Test pressure 600 lbs. Date of Test 16-10
Is an installation fitted for burning oil fuel YES Is the flash point of the oil to be used over 150°F. YES
Have the requirements of the Rules for the use of oil as fuel been complied with YES
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo YES If so, have the requirements of the Rules been complied with YES
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 YES If so, state name of vessel T.S.S. SAIDJA ROTT REPERTIN

General Remarks (State quality of workmanship, opinions as to class, &c. THE MACHINERY HAS BEEN MADE IN ACCORDANCE WITH THE APPROVED PLANS, SOCIETY'S RULES AND SECRETARY'S LET MATERIAL TESTED AS REQUIRED AND WORKMANSHIP GOOD. THE WHOLE WAS FOUND IN GOOD WORKING CONDITION DURING A TRIAL TRIP, AND WE ARE OF OPINION THAT THIS VESSEL IS ELIGIBLE TO BE RECORDED IN THE SOCIETY'S REGISTER BOOK. WITH * LMC 11-39. C.L. O.G.

Certificate to be sent to ROTTERDAM SURVEYORS

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

The amount of Entry Fee ... £ 71.00 When applied for, 10/11/1939
Special ... £ 107.20
Donkey Boiler Fee ... £ 4 : : When received, 20/12/1939
Travelling Expenses (if any) £ 41.00

Committee's Minute TUE. 28 NOV 1939
Assigned L.H. for oil fuel 11.39 J.D. L.
H. above 150°F

J. J. C. J. H. Bounce
Engineer Surveyor to Lloyd's Register of Shipping.