

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUL 1926

Date of writing Report 29th June 1926 When handed in at Local Office 19 Port of Copenhagen
 No. in Survey held at Copenhagen Date, First Survey 24th November 1925 Last Survey 18th June 1926
 Book 23 on the Steel S.S. ODINN (Number of Visits 40) Gross 465.53 Tons Net 152.83
 Built at Copenhagen By whom built Mts. Kjöbenhavn Flydedok & Skibsværft Yard No. 179 When built 1926
 Engines made at Copenhagen By whom made Mts. Kjöbenhavn Flydedok & Skibsværft Engine No. ✓ when made 1926
 Boilers made at Copenhagen By whom made Mts. Kjöbenhavn Flydedok & Skibsværft Boiler No. ✓ when made 1926
 Registered Horse Power ✓ Owners The Zealand Government Port belonging to ✓
 Nom. Horse Power as per Rule 160 ✓ Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes ✓

ENGINES, &c.—Description of Engines Triple expansion, Surface condensing
 Dia. of Cylinders 19-686-1118 Length of Stroke 762 Revs. per minute 120 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 224.2 Dia. of Crank pin 228 Crank webs Mid. length breadth 436 Thickness parallel to axis 143
as fitted 230 Mid. length thickness 142 shrunk Thickness around eye-hole 113
 Diameter of Thrust shaft under collars as per rule 224.2 Diameter of Tunnel shaft as per rule 213.5 Diameter of Screw shaft as per rule 237.9 Is the Screw shaft
as fitted 230 as fitted 240
 fitted with a continuous liner the whole length of the stern tube yes Is the after end of the liner made watertight in the propeller boss yes
 If the liner is in more than one length are the joints burned The liner is in one length If the liner does not fit tightly at the part
 between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive yes
 If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated No Length of Stern Bush 1005 440 Diameter of Propeller 3518
 Pitch of Propeller 3435 11-3/4 No. of Blades 4 State whether Movable No Total Surface 45.5 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 102 Stroke 191 Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 76 Stroke 356 Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 1 off 7" x 4 1/2" x 8" duplex feed, 1 off 1 1/2" injector, 1 off 6" x 4" x 6" duplex ballast pump.
 No. and size of Pumps connected to the Main Bilge Line 2 off 76 x 356 (main engine) 1 off 6" x 4" x 6" ballast pump.
 No. and size of Ballast Pumps 1 off 6" x 4" x 6" No. and size of Lubricating Oil Pumps, including Spare Pump ✓
 Are two independent means arranged for circulating water through the Oil Cooler ✓ No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 4 off 2 1/2" - 1 off 2 3/4" and in Holds, &c. 1 off 2" immersion pump
1 off 2"

No. and size of Main Water Circulating Pump Bilge Suctions 1 off 4 1/2" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges 1 off 2 3/4" 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 connections with the sea direct on the skin of the ship yes Are they Valves or Cocks Valves except boiler blow off: cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Discharge Pipes 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 are carried through the bunkers Suctions to forehold and to ammunition room How are they protected through steel plates
 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 Screw Shaft Tunnel watertight No shaft tunnel it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2 x 1480 = 2960 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 2 off single ended return tubular Working Pressure 14 kg/cm²
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval) Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—1 cast iron spare propeller, 1 propeller shaft, 1 set of air pump valves
1 set of safety valve springs for main boilers, 2 connecting rod bottom end bolts and nuts, 2 connecting
rod top end bolts and nuts, 1 pair of connecting rod brasses, 1 pair of crosshead brasses, 1 piston ring
for HP piston, 1 ditto for I.P. piston, 1 ditto for LP piston, 4 piston springs, 6 junkering screws, 1 set of
coupling bolts, 2 main bearing bolts, 1 set of feed pump valves, 1 set of bilge pump valves, 1 slide
valve spindle, 2 donkey pump valve discs, 6 condenser tubes, 12 boiler tubes, 1 set of fire bars ✓

The foregoing is a correct description,

AKTIESELSKABET

KJØBENHAVNS FLYDEDOK OG SKIBSVÆRFT

Manufacturer.

A. Uggerløse. See March



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Lloyd's Register

006819-006830-0140

1925: 24/11-28/11. 1926: 26/11-10/12-11/2-19/2-25/2-1/3-9/3-15/3-18/3-25/3-7/4-8/4-9/4-10/4-13/4-14/4-16/4-19/4-21/4

Dates of Survey while building

During progress of work in shops - - 22/4-27/4-5/5-21/5

During erection on board vessel - - 22/4-23/4-27/4-28/4-3/5-5/5-7/5-12/5-18/5-19/5-21/5-28/5-29/5-31/5-3/6-7/6-10/6-11/6-15/6-18/6

Total No. of visits 40

Dates of Examination of principal parts - Cylinders 26/11-19/12-9/3-15/3-25/3-22/4 Slides 26/11-19/12-25/2-25/3-22/4-27/4

Covers 25/2-25/3-22/4 Pistons 25/2-9/3-22/4 Rods 1925: 24/11 1926: 19/4

Connecting rods 26/11-9/4 Crank shaft 1925: 24/11 1926: 26/11-10/12-11/2-1/3-15/3 Thrust shaft 7/4-14/4

Tunnel shafts 7/4-14/4 Screw shaft 1925: 28/11 1926: 9/3-7/4-8/4-19/4-27/4-21/5 Propeller 28/11

Stern tube 9/4-14/4 Engine and boiler seatings 23/4 Engines holding down bolts 5/5-19/5

Completion of pumping arrangements 20/4-23/4-29/4-3/5-5/5-12/5-14/5 Boilers fixed 28/4-3/5-7/5 Engines tried under steam 10/6-15/6

Completion of fitting sea connections 10/4-14/4-16/4-20/4-22/4 Stern tube 10/4-20/4 Screw shaft and propeller 22/4-7/6

Main boiler safety valves adjusted 11/6 Thickness of adjusting washers MB LOWER - 205 MB LOWER - 214 MB LOWER - 214

Material of Crank shaft Siemens Martin Ingot Steel Identification Mark on Do. 4.15.3-26 LLOYD'S No 769

Material of Thrust shaft Siemens Martin Ingot Steel Identification Mark on Do. LLOYD'S No 6609 4.14.4-26

Material of Tunnel shafts Siemens Martin Ingot Steel Identification Marks on Do. LLOYD'S No 136 4.14.4-26

Material of Screw shafts Siemens Martin Ingot Steel Identification Marks on Do. LLOYD'S No 912 4.21.5-26

Material of Steam Pipes Steel Test pressure 42 kg/cm² Date of Test 25/3-25/3-13/5-5/5-19/5-3/6-3/6-7/6

Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for carrying and burning oil fuel been complied with

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 constructed under Special Survey and in accordance with the Rules, the approved plans and the requirements contained in the Secretary's letters E dated 1926: 22/11-10/12-8/3-23/3-3/5

The material used in the construction has been tested and examined as required by the Rules either by us or as per Certificates produced and the workmanship is good.

On completion the whole of the machinery was tested under full power working conditions and found to work satisfactorily and the manoeuvring of the engines was tested and found good.

Recommend the vessel's machinery to have notation of **LMC-6-26** O.G. CL

It is submitted that this vessel is eligible for THE RECORD. + LMC 6.26 CL

5/7/26

The amount of Entry Fee ... £18.34.0

Special ... £4.78.62

Donkey Boiler Fee ... £375.97

Travelling Expenses (if any) £

When applied for, 30.6.1926

When received, 19.7.1926

Committee's Minute TUES. 6 JUL 1926

Assigned + LMC 6.26

Engineer Surveyor to Lloyd's Register of Shipping.