

REPORT ON OIL ENGINE MACHINERY.

No. 227/3
19 MAR 1934

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No. in Survey held at Abblendam Date, First Survey 7 January 34 Last Survey 8 March 1934
Reg. Book. Number of Visits 12

on the ^{Single} ^{NEW} ^{Twin} ^{Triple} ^{Quadruple} Screw vessel **D A G E N H A M** Tons { Gross _____ Net _____

Built at Abblendam By whom built Ind. by de Noord N.V. Yard No. 524 When built 1934

Engines made at Hengelo By whom made Hengelo Gen. Lark - Co. Engine No. 3673 When made 1934

Donkey Boilers made at _____ By whom made _____ Boiler No. _____ When made _____

Indicated Horse Power 2 x 200. Owners Odehia Steamship Co. Ltd. Port belonging to London

Indicated Horse Power as per Rule 70 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes

Use for which vessel is intended River purposes

ENGINES, &c. Type of Engines Please see Annex Page No. 13106 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders _____ Diameter of cylinders _____ Length of stroke _____ No. of cylinders _____ No. of cranks _____

Indicated Pressure _____ Is there a bearing between each crank _____

No. of bearings, adjacent to the Crank, measured from inner edge to inner edge _____ Kind of fuel used Heavy oil

Revolutions per minute 7.5 300 Flywheel dia. _____ Weight _____ Means of ignition _____ Kind of fuel used Heavy oil

Crank Shaft, dia. of journals _____ Crank pin dia. _____ Crank Webs _____ Thickness parallel to axis _____

Intermediate Shafts, diameter _____ Thrust Shaft, diameter at collars _____

Screw Shaft, diameter _____ Is the tube/screw shaft fitted with a continuous liner _____

Thrust Liners, thickness in way of bushes _____ Thickness between bushes _____ Is the after end of the liner made watertight in the stern tube _____

After end of the liner _____ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner _____

When 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 _____

When 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 _____

Length of Bearing in Stern Bush next to and supporting propeller 495 mm

Propeller, dia. _____ Pitch _____ No. of blades _____ Material _____ whether Moveable _____ Total Developed Surface _____ sq. feet

Method of reversing Engines _____ Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes 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 _____

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

Boiling Water Pumps, No. 2 one each Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Other Pumps worked from the Main Engines, No. 2 one each Diameter _____ Stroke _____ Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size one 19 ton centrifugal How driven Aux engine

Is the cooling water led to the bilges overboard If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements _____

Oil Pumps, No. and size one centrifugal Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1-4 ton tank to engine 1-2 ton tank to tank

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

Oil Pumps, No. and size:—In Machinery Spaces 2 1 x 2 1/2" - 1 x 2" In Pump Room _____

Oil Pumps, No. and size:—F.P. 2 x 2" Hold No. 1 1 x 2" Afterhold 1 x 2" After pump Trunk space 1 x 2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 x 2 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 Spaces _____

Are they 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 platform 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 _____

Are the pipes pass through the bunkers none How are they protected _____

Are the pipes pass through the deep tanks none Have they been tested as per Rule _____

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

Is there any 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 Shaft Tunnel watertight no Is it fitted with a watertight door _____ worked from _____

Are there any wood vessels, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Seal wood

Air Compressors, No. none No. of stages _____ Diameters _____ Stroke _____ Driven by Electric

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

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

Engining Air Pumps, No. _____ Diameter _____ Stroke _____ Driven by _____

Auxiliary Engines crank shafts, diameter as per Rule _____ as fitted 90 mm



AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver

High Pressure Air Receivers, No. none 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. none Total cubic capacity Internal diameter thickness
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Receivers Separate Tanks
(If not, state date of approval)
Donkey Boilers General Pumping Arrangements 19-2-34 Oil Fuel Burning Arrangements 31-1-34

SPARE GEAR.

Has the spare gear required by the Rules been supplied Please see Annex Rep No. 13106.
State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits 12
7-7-24-26/1 1-7-16-23/2 1-5-6-9/3-1934

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings 17-1-34 Engines holding down bolts 23-2-
Completion of fitting sea connections 7-2-34 Completion of pumping arrangements 8-3-34 Engines tried under working conditions 2-3-34
Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material 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 No 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 not required
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 with the approved plans, Society's Rules and Secretary's letters. Workmanship is good. Main auxiliary engines and centrifugal pump tested under full working conditions during a trial and found working and manoeuvring satisfactorily and in my opinion eligible for the record 4 L.M.C B-34 engines.

The amount of Entry Fee .. £ : : When applied for,
Special ... £ 42.00 : : 17.3.1934
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 25.00 : : 23.3.1934

A.P. Jib
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 27 MAR 1934
Assigned + Lmb. 5.34 Oil Eng



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