

REPORT ON OIL ENGINE MACHINERY.

No. 13106

30 JAN 1934

19 MAR 1934

Received at London Office

of writing Report 20 January 1934 When handed in at Local Office 10 Port of Amsterdam

in Survey held at Hengelo Date, First Survey 16 Nov 1933 Last Survey 10 January 1934
Book. Number of Visits 14

on the Single Screw vessel M.V. "ODELTA" "NEW DAGENHAM" Gross Tons
Triple Quadruple Net Tons

built at Amsterdam By whom built Ind N^v de Noord Yard No. 524 When built 1934

engines made at Hengelo By whom made Mach Fabr Gbrt Stork & NV Engine No. 3672 When made 1934

Boilers made at By whom made Boiler No. When made

Indicated Horse Power 2 x 200 BHP Owners Odellia Motorschep Co Port belonging to London

Net Horse Power as per Rule 2 x 35 = 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 Asless Injection Stork Gans 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 45 kg/cm² Diameter of cylinders 170 mm Length of stroke 220 mm No. of cylinders 2 No. of cranks 2

Indicated Pressure of bearings, adjacent to the Crank, measured from inner edge to inner edge 180 mm Is there a bearing between each crank yes

Revolutions per minute Engines 900 Flywheel dia. 750 mm Weight 215 kg Means of ignition Asless inject Kind of fuel used Crude oil

Crank Shaft, dia. of journals as per Rule approved Crank pin dia. 108 mm Crank Webs Mid. length breadth 247 mm Thickness parallel to axis
as fitted 125 mm shrunk Mid. length thickness 40 mm Thickness around eyehole

Propeller Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 90 mm Thrust Shaft, diameter at collars as per Rule approved
as fitted as fitted 130 mm 40 or 45 mm as fitted 90 mm clutch shaft 94 mm

Shaft, diameter as per Rule Screw Shaft, diameter as per Rule approved 113 mm Is the tube screw shaft fitted with a continuous liner no liners
as fitted as fitted 116 mm

Liner thickness in way of bushes as per Rule Thickness between bushes as per rule Is the after end of the liner made watertight in the
as fitted as fitted

Liner boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

If 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

no If so, state type forged lubrication Length of Bearing in Stern Bush next to and supporting propeller 495 mm

Propeller, dia. 350 mm Pitch 1420 mm No. of blades 4 Material Bronze whether Moveable no Total Developed Surface 0.79 sq. feet

Method of reversing Engines Brevo reversing coupling 1-3 reversing gears a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

Thickness of cylinder liners no liners Are the cylinders fitted with safety valves no Are the exhaust pipes and silencers water cooled or lagged with

Inducting 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 to funnel

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

Pumps worked from the Main Engines, No. one each Diameter 95 mm Stroke 60 mm Can one be overhauled while the other is at work yes

Pumps connected to the Main Bilge Line { No. and Size One 1/2 tons (centrifugal) How driven Auxiliary engine

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

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1-4 tons from tank to engine & back 1-4 tons from tank to tank 1-4 tons for spare

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

Pumps, No. and size:—In Machinery Spaces In Pump Room

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

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

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

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

How are they protected

Are pipes pass through the bunkers Have they been tested as per Rule

Are pipes pass through the deep tanks

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

Is there an 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

Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

Are means provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

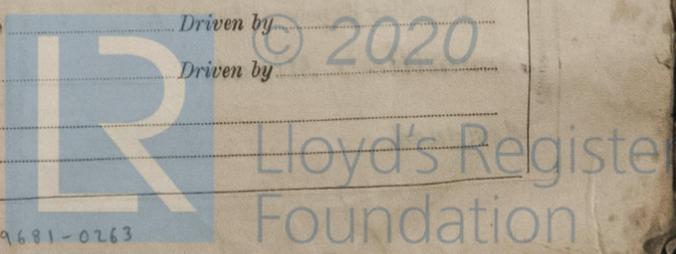
Air Compressors, No. No. of stages Diameters Stroke Driven by

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

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

Enging 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. 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. 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? *No* 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 *E. 12. 10. 33 & S. 1. 10. 33* Receivers Separate Tanks *E. 3. 1. 34*

Donkey Boilers General Pumping Arrangements *S. 1. 10. 33 & 19. 2. 34* Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *As per attached list*

The foregoing is a correct description,

J. J. J. **Machinefabrick GEBR. STORK & Co. N.V.**
Manufacturer.

Dates of Survey while building During progress of work in shops -- *1933 Nov. 16. 23. 30 Dec. 4. 11. 14. 20. 21. 23. 27. 28. January 3. 11. 18*
 During erection on board vessel --
Total No. of visits

Dates of Examination of principal parts—Cylinders *14. 12. 33* Covers *21. 12. 33* Pistons *14. 12. 33* Rods Connecting rods *3. 1. 34*
Crank shaft *20. 12. 33* Flywheel shaft Thrust shaft *20. 12. 33* Intermediate shafts *20. 12. 33* Tube shaft
Screw shaft *22. 12. 33 & 3. 1. 34* Propeller Stern tube *3. 1. 34* Engine sealings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material *SMS* Identification Mark *440405 10197 M. B. 11. 12. 33* Flywheel shaft, Material Identification Mark
Thrust shaft, Material *SMS* Identification Mark *440405 505 FNB 1. 11. 33* Intermediate shafts, Material *SMS* Identification Marks *H. P. B. 3. 1. 34*
Tube shaft, Material Identification Mark Screw shaft, Material *SMS* Identification Mark *440405 1055/40*
440405 1242. 43
H. P. B. 3. 1. 34

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

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

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 engines are constructed in accordance with the rules, Secretary's letters and approved plans. Material tested as required. Workmanship throughout good. The engines have been tested under full working condition on test bench & good. The engines have been shipped to Ind M^o De Noord Alblasdam to be fitted aboard of the vessel. For starting up the engines an electric motor fed by batteries will be fitted aboard for each engine.

The amount of Entry Fee .. £ 24:— : When applied for, 19
Special 4/5 fee ... £ 160:— :
Donkey Boiler Fee ... £ : : When received, 17 Feb 1914
Travelling Expenses (if any) £ 79:— :

Committee's Minute *See Rob. J. E. 22773*
Assigned

J. J. J.
Engineer Supervisor to Lloyd's Register of Shipping.



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