

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

3 MAR 1925

Date of writing Report 24-2-1925 When handed in at Local Office

19 Port of Rotterdam

No. in Survey held at Schiedam

Date, First Survey 10 Nov 1925 Last Survey 14 Feb 1925

Reg. Book.

on the *Heel nieuw Steam DOMINO*

(Number of Visits 24)

Built at Schiedam By whom built Scheepb. M. Nieuwe Waterweg Yard No. 124

Tons { Gross  
Net

When built 1925

Engines made at Schiedam By whom made Ditto Engine No. 24

when made 1925

Boilers made at Schiedam By whom made " Boiler No. 90-91

when made 1925

Registered Horse Power Owners Elheman Milron hme hta Port belonging to Busch

Nom. Horse Power as per Rule 283

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended Baltic

ENGINES, &c. Description of Engines Vertical Triple Expansion Revs. per minute 85

Dia. of Cylinders 17 3/4 x 30 1/2 x 53 Length of Stroke 36 3/8 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as fitted 2 1/2 inch Crank pin dia. 2 1/2 inch Crank webs Mid. length breadth 5 3/8 inch Thickness parallel to axis 1 1/2 inch

Intermediate Shafts, diameter as fitted 2 1/2 inch Thrust shaft, diameter at collars as fitted 2 1/2 inch

Tube Shafts, diameter as per Rule 2 1/2 inch Screw Shaft, diameter as fitted 2 1/2 inch Is the screw shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule 1/2 inch Thickness between bushes as per Rule 1/2 inch 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 junctions made by fusion through the whole thickness of the liner Yes

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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes

Propeller, dia. 13' 6" Pitch 13' 6" No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 58 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 10" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 10" Can one be overhauled while the other is at work Yes

Feed Pumps No. and size One 8 1/2 x 6 x 18 Pumps connected to the Main Bilge Line No. and size 2 6 1/4 x 4 1/4 x 6

How driven Steam driven How driven Steam driven

Ballast Pumps, No. and size One 7 1/2 x 8 x 8 Lubricating Oil Pumps, including Spare Pump, No. and size 1

Are two independent means arranged for circulating water through the Oil Cooler Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 10 1/2 x 1 1/2 One 3 1/2 One in tunnel well 2 1/4

In Holds, &c. in No. 1 hold 2 1/4 in No. 2 hold 2 1/4 in No. 3 hold 2 1/4 One in hold well 2 1/4

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 5 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 3 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 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 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 stokehold plates Yes Are the Overboard Discharges above or below the deep water line Yes

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 Bilge pipes How are they protected by lumberboards

What pipes pass through the deep tanks 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 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 Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper platform

MAIN BOILERS, &c. (Letter for record S) Total Heating Surface of Boilers 4178 sq. ft

Is Forced Draft fitted Yes No. and Description of Boilers 2 Multitubular Marine Working Pressure 225 lbs

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 2-6-24 Main Boilers 18-7-24 Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements 24-9-24 Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 top end bolts and nuts, 2 bottom end bolts and nuts

2 Main bearing bolts and nuts, One set of coupling bolts, One set of feed and bilge pump valves, A quantity of assorted bolts and nuts and iron of various sizes

and further as per attached list.

The foregoing is a correct description,  
NEW WATERWAY SHIPBUILDING Co.

*A. J. Gelbue*  
Managing Director

Manufacturer.



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Lloyd's Register  
Foundation



1924. Nov 1. 8. 21. 24. 29. Dec. 2. 3. 6. 8. 10. 12. 24. 29.  
During progress of work in shops -- 1925 Jan. 6. 8. 9  
Dates of Survey while building During erection on board vessel --- 1924. 24 Dec. 1925. Jan 15. 22. 29 Feb 3. 6. 7. 10. 14  
Total No. of visits 24

Dates of Examination of principal parts—Cylinders 19/12/24 Slides 2/12/24 Covers 2/12/24  
Pistons 2/12/24 Piston Rods 29. 12. 24 Connecting rods 29. 12. 24  
Crank shaft 11/11/24 29/12/24 Thrust shaft 29. 11. 24 Intermediate shafts 29. 11. 24  
Tube shaft 4/11/24 Screw shaft 29. 11. 24 Propeller 3. 12. 24  
Stern tube 29. 11. 24 Engine and boiler seatings 24. 12. 24 Engines holding down bolts 22. 1. 25  
Completion of pumping arrangements 6. 2. 25 Boilers fixed 29. 1. 25 Engines tried under steam 10. 2. 25  
Main boiler safety valves adjusted 6. 2. 25 Thickness of adjusting washers SB Boiler 10 11 1/2 Port 9 m/b 10 m/b  
Crank shaft material J.M. Hoce Identification Mark 220405 N° 6299 HK. 19. 8. 24 Thrust shaft material J.M. Hoce Identification Mark 220405 N° 6298 HK. 19. 8. 24  
Intermediate shafts, material J.M. Hoce Identification Marks 220405 N° 6297 HK. 19. 8. 24 Tube shaft, material L Identification Mark 220405 N° 6296 HK. 19. 8. 24  
Screw shaft, material J.M. Hoce Identification Mark 220405 N° 6251 HK. 19. 8. 24 Steam Pipes, material Steel Test pressure 645 lb Date of Test 3. 2. 25  
Is an installation fitted for burning oil fuel L Is the flash point of the oil to be used over 150°F. L  
Have the requirements of the Rules for carrying and burning oil fuel been complied with L  
Is this machinery duplicate of a previous case No If so, state name of vessel L

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery has been fitted and made in accordance with 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 condition during a trial trip on the North Sea and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with **\* LMC 2. 25. OG.**

It is submitted that this vessel is eligible for THE RECORD. + LMC 2. 25 FD. OG.

10/3/25

The amount of Entry Fee ... 60.00 When applied for, 2/12/25  
Special ... 809.40  
Donkey Boiler Fee ...  
Travelling Expenses (if any) 48.00 When received, 19/12/25

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

Committee's Minute PM. 13 MAR 1925  
Assigned + LMC 2. 25  
J. D. O.G.