

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 3<sup>rd</sup> June 1949 When handed in at Local Office 10 Port of Copenhagen  
 No. in Survey held at Copenhagen and Nalborg Date, First Survey 21<sup>st</sup> February 47 Last Survey 18<sup>th</sup> May 1949  
 Reg. Book. 91565 on the Steel Single Screw Steamer HAMMA DAN (Number of Visits 69) Gross 3490.63  
 Built at Nalborg By whom built Nalborg Værft A/S Yard No. 76 When built 1949  
 Engines made at Copenhagen By whom made Nalborg Værft A/S Engine No. 892 When made 1949  
 Boilers made at Nalborg By whom made Nalborg Værft A/S Boiler No. 1101-1102 When made 1949  
 Registered Horse Power 2100 I.H.P. Owners Pederich "Ocean" A/S (J. Launzen) Port belonging to Esbjerg  
 Nom. Horse Power as per Rule 318 (417.4) Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes  
 Trade for which Vessel is intended Ocean going service

**ENGINES, &c.**—Description of Engines Double compound steam engine Revs. per minute 110  
 Dia. of Cylinders 24 1/2" x 24 1/2" Length of Stroke 930 1/2" No. of Cylinders 2 HP + 2 LP No. of Cranks 4  
 Crank shaft, dia. of journals as per Rule 293.3 1/2" Crank pin dia. 318 1/2" Crank webs 518 1/2" Thickness parallel to axis 198 1/2"  
 Intermediate Shafts, diameter as per Rule 279.3 1/2" (Max cut off in HP = 45%) Thrust shaft, diameter at collars as per Rule 293.3 1/2"  
 Tube Shafts, diameter as per Rule 324.7 1/2" Screw Shaft, diameter as per Rule 330 1/2" Is the tube shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule 17.5 1/2" Thickness between bushes as per Rule 13.1 1/2" 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 one length 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 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. 14'-1 1/4" Pitch 11'-9 3/4" No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 65.6 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 8 1/2" Stroke 6" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 8 1/2" Stroke 6" Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2 of 8 1/2" x 6" x 18" Pumps connected to the Main Bilge Line { No. and size 1 off ballast 150 1/2" x 240 1/2" x 400 1/2" 1 off gen service 150 1/2" x 152.5 1/2" x 300 1/2" 1 off bilge 10 1/2" x 10 1/2" x 10 1/2"  
 How driven steam How driven steam electrically  
 Ballast Pumps, No. and size 1 off 100 tons/hour Lubricating Oil Pumps, including Spare Pump, No. and size 1 off 100 tons/hour  
 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 2 of 75 1/2" Tunnel 1 off 65 1/2" Tunnel well 1 off 65 1/2"  
 In Pump Room 2 of 75 1/2" In Holds, &c. 2 of 50 1/2" 2 of 90 1/2"  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 off 175 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 off 115 1/2" 1 off 90 1/2" 1 off 75 1/2"  
 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 Valves except boiler blow off cock  
 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 Both  
 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 pass through the bunkers None How are they protected yes  
 What pipes pass through the deep tanks None Have they been tested as per Rule yes  
 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 engine top grating

**MAIN BOILERS, &c.**—(Letter for record S) Total Heating Surface of Boilers 428.8 M<sup>2</sup> ~ 4615.6 sq ft  
 Which Boilers are fitted with Forced Draft Both boilers Which Boilers are fitted with Superheaters Both boilers  
 No. and Description of Boilers 2 of single ended return multibore Working Pressure 16.5 kg/cm<sup>2</sup> ~ 235 lbs/sq in  
**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** yes  
**IS A DONKEY BOILER FITTED?** No If so, is a report now forwarded? yes  
 Can the donkey boiler be used for domestic purposes only yes

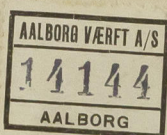
**PLANS.** Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes  
 (If not state date of approval)  
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied yes  
 State the principal additional spare gear supplied yes

The foregoing is a correct description.

AALBORG VÆRFT A/S



Manufacturer.



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