

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

19

When handed in at Local Office

19

Port of

ROUEN.

29 NOV 1926

No. in Survey held at
Reg. Book.

Le Trait

Date, First Survey

Dec 7th 1925

Last Survey

Nov 25th 1926

(Number of Visits 48.)

on the

SINGLE SCREW STEAMER "SOROKA"

Tons Gross 1718

Net 1002

When built 1926

when made 1926

when made 1926

Built at

Le Trait

By whom built

Ateliers et Chantiers de la Seine Maritime

Yard No. 40.

Engines made at

Le Trait

By whom made

Ateliers et Chantiers de la Seine Maritime

Engine No. 40.

Boilers made at

Le Trait

By whom made

Ateliers et Chantiers de la Seine Maritime

Boiler No. 40.

Registered Horse Power

Owners

DET NORSK RUSSISKE
DAMPSELSKAB A/S.

Port belonging to

BERGEN

Nom. Horse Power as per Rule

167. ✓

Is Refrigerating Machinery fitted for cargo purposes

No ✓

Is Electric Light fitted

Yes ✓

Trade for which Vessel is intended

Ocean Going ✓

ENGINES, &c. 18. 30 + 50
Description of Engines

Inverted Triple Expansion ✓

Revs. per minute 90 ✓

Dia. of Cylinders

45 7/8 in x 76 1/2 in x 12 1/4 in

Length of Stroke

83 1/2 in

No. of Cylinders

3.

No. of Cranks

3.

Crank shaft, dia. of journals

as per Rule 23 1/2 in

as fitted 24 1/2 in

Crank pin dia.

24 1/2 in

Crank webs

Mid. length breadth 45 1/2 in

Mid. length thickness 15 1/2 in

shrink

Thickness parallel to axis 60 in

Thickness around eye-hole 60 in

Intermediate Shafts, diameter

as per Rule 22 1/2 in

as fitted 23 1/2 in

Thrust shaft, diameter at collars

as per Rule 23 1/2 in

as fitted 24 1/2 in

Tube Shafts, diameter

as per Rule 15 1/2 in

as fitted 16 in

Screw Shaft, diameter

as per Rule 25 1/2 in

as fitted 26 1/2 in

Is the

screw

shaft fitted with a continuous liner

yes ✓

Bronze Liners, thickness in way of bushes

as per Rule 15 1/2 in

as fitted 16 in

Thickness between bushes

as per Rule 11 1/2 in

as fitted 12 in

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 ✓

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

No ✓

Length of Bearing in Stern Bush next to and supporting propeller

1066 in

Propeller, dia.

4' 0" 10"

Pitch

3" 3/10"

No. of Blades

4

Material

Steel

whether Moveable

No ✓

Total Developed Surface

5' 52" sq. ft.

Feed Pumps worked from the Main Engines, No.

✓

Diameter

✓

Stroke

✓

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

2 ✓

Diameter

90 in

Stroke

45 1/2 in

Can one be overhauled while the other is at work

yes ✓

Feed Pumps

No. and size

Three 20 1/2 in x 15 1/2 in x 30 in

Pumps connected to the

Main Bilge Line

No. and size

one Ballast 240 x 295 x 455

How driven

Steam ✓

Ballast Pumps, No. and size

one 240 x 295 x 455

Lubricating Oil Pumps, including Spare Pump, No. and size

✓

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

✓

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 @ 70 in

Bilge Direct

90 in

Tunnel

70 in

In Holds, &c.

Fore Peak 70 in

Fore Hold 2 @ 80 in

after Hold 2 @ 70 in

after Peak 80 in

✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size

one 160 in

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

one 90 in

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

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 pass through the bunkers

none ✓

How are they protected

✓

What pipes pass through the deep tanks

✓

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 S.R. Grating

MAIN BOILERS, &c.—(Letter for record 5)

Total Heating Surface of Boilers

256' 26"

258' 26"

Working Pressure 180 lbs/sq"

Is Forced Draft fitted

No ✓

No. and Description of Boilers

2 S.E. Multitubular

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes ✓

IS A DONKEY BOILER FITTED?

No ✓

If so, is a report now forwarded?

yes ✓

PLANS.

Are approved plans forwarded herewith for Shafting

yes ✓

Main Boilers

yes ✓

Auxiliary Boilers

✓

Donkey Boilers

✓

Superheaters

General Pumping Arrangements

yes ✓

Oil fuel Burning Piping Arrangements

✓

SPARE GEAR. State the articles supplied:

4 top end bolts and nuts

2 bottom bolts & nuts

2 main bearing bolts

1 set of coupling bolts

1 set of feed & bilge pump

valves

1 set of HP, MP, & LP piston rings

a quantity of assorted bolts & nuts

iron of various sizes

50 ferrules & 20 condenser tubes

1 set of safety

valve springs

10 boiler tubes

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

The foregoing is a correct description.

R. WORKS & CO.

Le Directeur Général

Manufacturer.



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Lloyd's Register

003541-003548-0115

1925. 1926
Dec 7th, Jan 14th, 15th, 18th, Feb 8th, 11th Mar 3th, 18th, 31st April 7th, 14th, 27th, 30th.
May 7th, 19th. June 4th, 11th, 17th, 23rd July 2nd, 9th, 15th, 16th, 20th, 27th, 30th. Aug 2nd, 6th, 13th, 17th, 28th, 30th.
Sept 27th, Oct 4th.
1926.
Oct 4th, 6th, 11th, 18th, 27th Nov 5th, 10th, 15th, 16th, 17th, 19th, 20th, 22nd, 25th.
Total No. of visits 48.

Dates of Examination of principal parts—Cylinders 30-4-26 Slides 7-4-26 Covers 7-4-26.
Pistons 30-4-26 Piston Rods 7-4-26 Connecting rods 27-4-26
Crank shaft 23-6-26 Thrust shaft 2-7-26 Intermediate shafts 4-6-26
Tube shaft ✓ Screw shaft 2-7-26 Propeller 6-10-26
Stern tube 27-4-26 Engine and boiler seatings 27-10-26 Engines holding down bolts 5-11-26
Completion of fitting sea connections 6-10-26.
Completion of pumping arrangements 15-11-26 Boilers fixed 5-11-26 Engines tried under steam 5-11-26.
Main boiler safety valves adjusted 15-11-26 Thickness of adjusting washers PV 332 SV 30.8 PV 32.4 SV 29.8 PV 21.8 SV 19.8
Crank shaft material Ingot Steel Identification Mark 318 Thrust shaft material Ingot Steel Identification Mark 324.
Intermediate shafts, material Ingot Steel Identification Marks 321-321-321-321-325. Tube shaft, material Identification Mark
Screw shaft, material Ingot Steel Identification Mark 322 Steam Pipes, material S.D. Steel Test pressure 38 Kgs/cm² Date of Test 27-10-26
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 yes ✓ If so, state name of vessel Steamers "LEO", "LYNX", "NOVA".

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been specially surveyed during construction and fitting aboard. It has been fitted according to the Society's Rules and approved plans. The materials and workmanship were sound and good. The main and auxiliary machinery were tried out under steam and found to be satisfactory. The Safety valves of the main boilers and superheaters were adjusted under steam to the working pressure. The machinery of this vessel is eligible in my opinion to be classed and to have the notation of + LMC 11, 26 and TS CL entered in the Register Book. ✓

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 11. 26. CL.

L. P. Skett.
29/11/26
Engineer Surveyor to Lloyd's Register of Shipping.

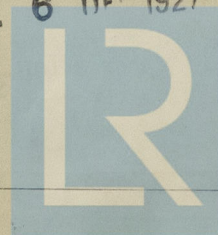
The amount of Entry Fee ... £402.
Special Certificate ... £5926
Donkey Boiler Fee ... £430
Travelling Expenses (if any) £2162.
When applied for, 27.11.1926
When received, 23/12/26

Committee's Minute TUES. 7 DEC 1926

Assigned

FRI. 25 FEB 1927

TUES. 6 DEC 1927



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Foundation