

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 1928
 No. in Survey held at Le Trait Date, First Survey Dec 7th 1925 Last Survey Nov 25th 1926
 Reg. Book. Le Trait (Number of Visits 48.)
 on the SINGLE SCREW STEAMER "SOROKA" Tons Gross 1718 Net 1002
 Built at Le Trait By whom built Ateliers et Chantiers de la Seine Maritime Yard No. 40. When built 1926
 Engines made at Le Trait By whom made Atel et Ch de la Seine Maritime Engine No. 40. when made 1926
 Boilers made at Le Trait By whom made Atel et Ch de la Seine Maritime Boiler No. 40. when made 1926.
 Registered Horse Power _____ Owners DET NORSK RUSSISKE DAMPSKIBSSELSKAB 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. Description of Engines Inverted Triple Expansion Revs. per minute 90.
 Dia. of Cylinders 18" 30" 50" Length of Stroke 33" No. of Cylinders 3. No. of Cranks 3.
 Crank shaft, dia. of journals 238 as per Rule 238 Crank pin dia. 248 Crank webs 152 Mid. length breadth 456 Thickness parallel to axis 60
 Intermediate Shafts, diameter 227 as per Rule 227 Thrust shaft, diameter at collars 238 as per Rule 238
 Tube Shafts, diameter 232 as fitted 232 Screw Shaft, diameter 252 as per Rule 252 Is the shaft fitted with a continuous liner Yes.
 Bronze Liners, thickness in way of bushes 15.6 as per Rule 15.6 Thickness between bushes 11.7 as per Rule 11.7 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 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. 4' 0 1/2 Pitch 3' 3 1/2 No. of Blades 4 Material Steel whether Moveable No Total Developed Surface 5' 52"
 Feed Pumps worked from the Main Engines, No. 2 Diameter 90 Stroke 18 Can one be overhauled while the other is at work Yes.
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 90 Stroke 458 Can one be overhauled while the other is at work Yes.
 Feed Pumps No. and size two 20" 1/2 x 152 x 330 & 1 @ 190 x 140 x 305 Pumps connected to the Main Bilge Line one Ballast 240 x 295 x 455
 How driven Steam Main Bilge Line 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 Yes. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 @ 70 rpm Bilge Direct 90 rpm Tunnel 70 rpm
 In Holds, &c. Fore Peak 70 rpm Fore Hold 2 @ 80 rpm After Hold 2 @ 70 rpm After Peak 80 rpm

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 160 rpm Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 90 rpm
 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" 2758 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 2 S.E. Multitubular Working Pressure 180 lbs/sq"
 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 Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 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, & EP 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.

THE WORKS & Co
 Le Directeur Général
 Manufacturer.



If not state whether, and when, one will be sent?
 10 ft.
 not give
 Tons
 66
 71
 19,
 8, 20,
 60
 62.

1925. 1926
 Dec 7th, Jan 14th, 15th, 18th, Feb 9th, 11th Mar 3rd, 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 5. BOILER P. BOILER SUPERHEATER
 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 ✓ Not classed
 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.

[Signature]
 29/11/26
[Signature]
 L. Pickett.
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 25 FEB 1927
 TUES. 6 DEC 1927



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The amount of Entry Fee ... £fn 402.
 Special Certificate ... £fn 5926
 Donkey Boiler Fee ... £fn 430
 Travelling Expenses (if any) £fn 2162.
 When applied for, 27.11.1926
 When received, 22/12/26
 8490 on 4/4/27

Committee's Minute TUES. DEC 1926
 Assigned + LMC 11: 26 CL

Certificate to be sent to *Rosen.*

The Surveyors are requested not to write on or below the space for Committee's Minute.

CERTIFICATE WRITTEN.