

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 MAY 1929

Date of writing Report 26.5.1929 When handed in at Local Office 26.5.1929 Port of DANZIG

No. in Survey held at DANZIG Date, First Survey 15th May 1928 Last Survey 21st May 1929

Reg. Book. 92146 on the S.S. "SORVANGEN" (Number of Visits 45)

Built at DANZIG By whom built The Int. Shipbuilding & Eng. Co. Ltd. Yard No. 54 Tons Gross 2400. Net 1363.

Engines made at DANZIG By whom made The Int. S. B. & Eng. Co. Ltd. Engine No. 362 when made 1929.

Boilers made at DANZIG By whom made The Int. S. B. & Eng. Co. Ltd. Boiler No. 544/45 when made 1929.

Registered Horse Power 1100 Owners Skibsaktieselskabet Karabien Port belonging to Oslo

Nom. Horse Power as per Rule 215. Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes.

ENGINES, &c.—Description of Engines Lenz's 11/20.

Dia. of Cylinders 2-420x900mm Length of Stroke 908mm Revs. per minute 90 No. of Cylinders 4 No. of Cranks 4

Dia. of Crank shaft journals as per rule 265mm as fitted 293mm Dia. of Crank pin 293mm Crank webs Mid. length breadth 540mm Thickness parallel to axis 183mm

Diameter of Thrust shaft under collars as per rule 265mm as fitted 293mm Diameter of Tunnel shaft as per rule 253mm as fitted 255mm Diameter of Screw shaft as per rule 282mm as fitted 285mm Is the Screw shaft

fitted with a continuous liner the whole length of the stern tube yes 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 joints burned — If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive —

If two liners are fitted, is the shaft lapped or protected between the liners. — Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated no Length of Stern Bush 1250mm Diameter of Propeller 4200mm

Pitch of Propeller 3500mm No. of Blades 4 State whether Moveable no Total Surface 4.8 sqm. square feet.

No. of Feed Pumps fitted to the Main Engines — Diameter of ditto — Stroke — Can one be overhauled while the other is at work —

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 85mm Stroke 300mm Can one be overhauled while the other is at work yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps 3; 2 feed: 9 1/2 x 7 x 21; 1 bilge: 2 x 150 x 200 x 150mm

No. and size of Pumps connected to the Main Bilge Line 2 of 85 x 300mm; 1 of 2 x 150 x 200 x 150mm.

No. and size of Ballast Pumps 1 of 2 x 150 x 200 x 150mm No. and size of Lubricating Oil Pumps, including Spare Pump —

Are two independent means arranged for circulating water through the Oil Cooler — No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 4 of 40mm, tunnel 1 of 64mm. and in Holds, &c. Forward 4 of 64mm.

Aft 4 of 64mm, cofferdams each 2 of 40mm int. dia.

No. and size of Main Water Circulating Pump Bilge Suctions one of 185mm int. dia. No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges one of 100mm int. dia. 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 connections with the sea direct on the skin of the ship yes Are they Valves or Cocks Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Discharge Pipes 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 are carried through the bunkers none How are they protected —

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 Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Cylinder grating.

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 314 sqm.

Is Forced Draft fitted yes No. and Description of Boilers 2 Tubular Single End Working Pressure 14.5 kg.

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 — Donkey Boilers —

General Pumping Arrangements yes Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:—

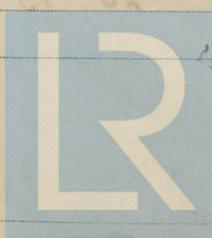
All articles of spare gear required and recommended in Section 37 of the Society's Rules have been supplied, with exception of the crank shaft.

THE INTERNATIONAL SHIPBUILDING AND ENGINEERING CO. LTD

Bezirker Werk- und Eisenbahnwerkstätten A.G.

The foregoing is a correct description,

Ernst Rummel Manufacturer.



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1928 May 15, Aug. 31 Sept. 19, 19 Oct. 2, 30 Nov. 9, 17 Dec. 7, 11, 28
 During progress of work in shops - -
 1929 Jan. 10, 14, 16, 26, 30, 31 Feb. 2, 4, 6, 7, 12, 18, 19, 25, 27 Mar. 2, 5, 11, 18
 Dates of Survey while building
 During erection on board vessel - - -
 1929 Mar. 18, 22, 27 April 5, 6, 13, 23, 24, 29 May 6, 11, 13, 14, 21
 Total No. of visits 45

Dates of Examination of principal parts - Cylinders From 7.12.28 to 27.2.29 Slides From 7.12.28 to 27.2.29
 Covers From 7.12.28 to 27.2.29 Pistons From 7.12.28 to 27.2.29 Rods 2.3.29
 Connecting rods 2.3.29 Crank shaft From 15.5.28 to 2.3.29 Thrust shaft 5.3.29
 Tunnel shafts From 9.11.28 to 10.1.29 *Screw shafts From 9.11.28 to 21.5.29 Propellers 18.2.29 to 13.5.29
 Stern tube 18.2.29 Engine and boiler seatings From 28.12.28 to 27.3.29 Engines holding down bolts 27.3.29
 Completion of pumping arrangements 14.5.29 Boilers fixed 27.3.29 Engines tried under steam 11.5.29
 Completion of fitting sea connections 18.3.29 Stern tube 18.3.29 Screw shaft and propeller 18.3.29
 Main boiler safety valves adjusted 11.5.29 Thickness of adjusting washers *St. Boiler: 26.20mm P. Boiler: 26.19mm*
 Material of Crank shaft *Steel* Identification Mark on Do. LLOYDS No. 517, 518, 521, 522, 525, 526 J.C.D. 31.8.28
 Material of Thrust shaft Identification Mark on Do. LLOYDS No. 4622 J.L. 21.7.28
 Material of Tunnel shafts Identification Marks on Do. LLOYDS No. 1448 M.K. 2.6.28, LLOYDS No. 4407 J.L. 7.6.28
 " " 8063 + 8065 M.B. 11.6.28, LLOYDS No. 8070 M.B. 18.6.28
 Material of Screw shafts Identification Marks on Do. LLOYDS No. 2477 J.Q. 29.6.28, SPARE SHFT. LLOYDS No. 2479 J.Q. 29.6.28
 Material of Steam Pipes Test pressure 50 kgs. Date of Test 1929 Mar. 18, 22, Apr. 13, 23, 24, 29 May 6
 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 *"Nordvanger"*
 *A spare screw shaft has been placed on board

General Remarks (State quality of workmanship, opinions as to class, &c.)
This machinery has been constructed under Special Survey in accordance with the approved plans, the Secretary's letters and the requirements of the Rules. Materials and workmanship are of good quality, the outfit is ample. The machinery has been tried under full working and manoeuvring conditions with satisfactory results. It is eligible in our opinion to be classed "L M C - 5, 29" in the Society's Register Book.

NOTE: The amounts entered below to be apportioned as follows: £4.00 (First Cubby Fee), £33.15.0 (Part Special Survey Fee), £23.15.0 (Expenses) to be credited to *Stellin*. £20.0.0 (Part Sp. Survey Fee) to be credited to *Daurig*.

The amount of Entry Fee ... £ 4 : 0 :
 Special ... £ 53 : 15 :
 Donkey Boiler Fee ... £ ✓ : ✓ :
 Travelling Expenses (if any) £ 23 : 15 :

When applied for, 21.5.1929

When received, 18/6/29

M. Ross

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

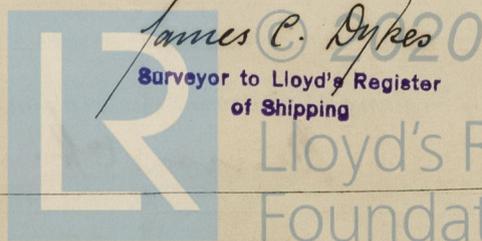
TUE. 4 JUN 1929

Assigned

thine 5.29

CERTIFICATE WRITTEN

J.D. Cl.



Certificate to be sent to Naming Office
 The Surveyors are requested not to write on or below the space for Committee's Minute.