

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 FEB 1936

Date of writing Report 10th Feb. 19

When handed in at Local Office

19

Port of STETTIN

No. in Survey held at Berlin-Tegel

Date, First Survey 17th July, Last Survey 1st Febr. 1936

Reg. Book.

on the

clamed

EILBEK

(Number of Visits 19)

Tons { Gross
Net

Built at Lübeck

By whom built Lübecker Maschinenbau Ges. Yard No. 347

When built 1936

Engines made at Berlin-Tegel

By whom made Rheinmetall-Borsig Engine No. 8142

When made 1936

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners Knöhr & Pürchard H&A

Port belonging to Hamburg

Nom. Horse Power as per Rule 225

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

35-7

ENGINES, &c.—Description of Engines, *Lensz "type"*
 Dia. of Cylinders *2 of 420, 2 of 900 mm* Length of Stroke *900 mm* No. of Cylinders *4* Revs. per minute *100*
 Crank shaft, dia. of journals *as per Rule 264.5* Crank pin dia. *285 mm* Crank webs *Mid. length breadth 560 mm* Thickness parallel to axis *168 mm*
 Intermediate Shafts, diameter *as per Rule 285* Thrust shaft, diameter at collars *as per Rule 285* Thickness around eye-hole *135*
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule* Is the { tube } shaft fitted with a continuous liner {
 Bronze Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as per Rule* Is the after end of the liner made watertight in the
 propeller boss *If the liner is in more than one length are the junctions made by fusion through the whole thickness of the 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
 If two liners are fitted, is the shaft lapped or protected between the liners *Is an approved Oil Gland or other appliance fitted at the after end of the tube*
 shaft *If so, state type* Length of Bearing in Stern Bush next to and supporting propeller.
 Propeller, dia. Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet
 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 *85 mm* Stroke *375 mm* Can one be overhauled while the other is at work *yes*
 Feed { No. and size Pumps connected to the { No. and size
 Pumps { How driven Main Bilge Line { How driven
 Ballast Pumps, No. and size 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
 In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 No. and size *Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes*
 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
 Are all Sea Connections fitted direct on the skin of the ship *Are they fitted with Valves or Cocks*
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates *Are the Overboard Discharges above or below the deep water line*
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel *Are the Blow Off Cocks fitted with a spigot and brass covering plate*
 What Pipes pass through the bunkers *How are they protected*
 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
 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 *Is the Shaft Tunnel watertight* *Is it fitted with a watertight door* *worked from*

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 300 sqm.

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting *yes*

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied *One piston rod, 1 bottom end & 2 top end brasses with bolts and nuts. 2 main bearing brasses & bolts. 2 sets of H.P. & 2 sets of L.P. piston rings. 2 H.P. & 2 L.P. valves. 6 valve spindles with bushes & springs. 4 adjusters with bushes. 1 set of coupling bolts. 10% of all studs. 2% of condenser tubes and ferrules. Bilge pumps: 2 lever links; 1 set of valves, 1 escape valve spring.*

The foregoing is a correct description,

RHEINMETALL-BORSIG
AKTIENGESELLSCHAFT
WERK BORSIG BERLIN-TEGEL

Manufacturer.



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007930-007937-0025

1935: July 19th, August 7, 16, 22, Sept. 2, 16, 30, Oct. 8, 24, Nov. 5, 19, 23,
During progress of work in shops - - Dec. 14, 30. 1936: Jan. 3, 8, 12, Febr. 1st.
Dates of Survey while building { During erection on board vessel - - -
Total No. of visits 19.

Dates of Examination of principal parts—Cylinders 16.9.35 - 8.12.36. Slides valves 14.12.35. Covers 14.12.35.
Pistons 30.9.35 - 1.2.36. Piston Rods 17.7.35 - 8.1.36. Connecting rods 8.10.35 - 28.1.36.
Crank shaft 2.9.35 - 12.1.36. Thrust shaft 16.8.35 - 28.1.36. Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers No. 2411
Crank shaft material S.M. Steel Identification Mark N.S. 14.12.35 Thrust shaft material S.M. steel Identification Mark F.S. 17.6.35
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.
Have the requirements of the Rules for the use of oil as fuel been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case yes. If so, state name of vessel "Heinbeck"

General Remarks (State quality of workmanship, opinions as to class, &c.)

This engine has been built under Special Survey in accordance with the Society's Rules and the approved plan of the crank shaft. All steel material used in construction has been tested, the workmanship thereon is efficient. The H.P. cylinders were tested to 19, the L.P. cylinders to 9 and the main stop valves with distribution piece to 45 kgs per sqcm. water pressure and found tight and sound, also the condenser at 2 kgs. water pressure. This engine is in my opinion eligible for the record of "1 MC", when satisfactorily fitted on board and tried under working conditions.

The amount of Entry Fee ... RM: 32 - When applied for,
Special ... \$ " 450 - 10th Feb. 1936
Donkey Boiler Fee ... \$ " : When received,
Travelling Expenses (if any) \$ " 195 - 15.4.1936

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See Ham. JE 21905



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