

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

of writing Report 3rd Dec. 1931 When handed in at Local Office

19 Port of STETTIN

in Survey held at Berlin - Tegel
Book on the

Date, First Survey 21st August Last Survey 2nd December 1931
(Number of Visits 18)

at Nakskov By whom built Messrs. A/S. Nakskov Skibsvarvs Yard No. 51 Tons { Gross
Net
When built 1932

ines made at Berlin - Tegel By whom made A. Borsig G.m.b.H. Engine No. 8067 When made 1931

ers made at " " By whom made " " " Boiler Nos. 27784-5 When made "

istered Horse Power Owners Zegluga Polska Port belonging to

Horse Power as per Rule 218 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

le for which Vessel is intended 169/16 357/16 357/16

INES, &c.—Description of Engines Double compound (Lentz type) Revs. per minute 100-110

of Cylinders 2 x 420/900 mm Length of Stroke 900 mm No. of Cylinders 4 No. of Cranks 4

ck shaft, dia. of journals as per Rule 264 mm as fitted 285 Crank pin dia. 285 mm Crank webs Mid. length breadth 560 mm Thickness parallel to axis 168 mm
Mid. length thickness 168 mm shrunk Thickness around eye-hole 135 mm

mediate Shafts, diameter as per Rule as fitted 271 app Thrust shaft, diameter at collars as per Rule 264 mm as fitted 285

Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 315 app Is the { tube } shaft fitted with a continuous liner { screw }

ize Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

ller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

o 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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller

eller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -

Pumps worked from the Main Engines, No. 2 Diameter 100 mm Stroke 400 mm Can one be overhauled while the other is at work yes

No. and size Pumps connected to the Main Bilge Line No. and size

How driven How driven

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

o independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room In Holds, &c.

mp Room

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges, d size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

y 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

y 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

ipes pass through the bunkers How are they protected

ipes pass through the deep tanks Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

rrangement 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

ment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

N BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 290 sqm = 3122 sq ft

reed Draft fitted yes No. and Description of Boilers 2 tubular S.C. Working Pressure 14.5 kgs = 206 lb

1 REPORT ON MAIN BOILERS NOW FORWARDED? yes 2SB

1 DONKEY BOILER FITTED? - If so, is a report now forwarded? -

lonkey boiler intended to be used for domestic purposes only

N.S. Are approved plans forwarded herewith for Shafting 2.7.31 Main Boilers 2.9.31 Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

aters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

pare gear required by the Rules been supplied yes

principal additional spare gear supplied

A. BORSIG
G. m. b. H.

The foregoing is a correct description,

ppa [Signature]
Manufacturer.



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Lloyd's Register Foundation

009232 - 009234 - 0024

Dates of Survey while building

During progress of work in shops - - 21st, 26th August, 2nd, 4th, 14th, 17th, 21st, 25th September, 2nd, 9th, 14th, 22nd, 28th October, 4th, 13th, 27th November, 2nd December 1931.

During erection on board vessel - - -

Total No. of visits 18.

Dates of Examination of principal parts—Cylinders 14.9. - 2.12.31. ^{valves} Slides 21.9. - 27.11.31. Covers 2.9.31 - 27.11.31.

Pistons 2.9. - 2.12.31. Piston Rods 26.8. - 2.12.31. Connecting rods 2.9. - 2.12.31.

Crank shaft 21.8. - 14.10.31. Thrust shaft 21.8. - 14.10.31. 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 Nos. 1074-78

Crank shaft material L.M. Steel Identification Mark N.S. 14.10.31. Thrust shaft material L.M. Steel Identification Mark N.S. 14.10.31.

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 - If so, state name of vessel.

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

These Engines have been built under Special Survey in accordance with the approved plans, the Secretary's letters and the requirements of the Rules. Material and workmanship are of good quality.

The H.P. cylinders have been tested by water pressure to 21 kgs/cm, the L.A.M. cylinders to 6 kgs, the main stop valve with branch pipes to 45 kgs and condenser to 2 kgs. All of these parts were found tight and sound.

The Engines are eligible in my opinion for the record of, + L.M.C. with down when satisfactorily fitted on board with all auxiliaries and connections and tried under working conditions.

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

The amount of Entry Fee ... £ 4 : 0 :

Special ... £ 43 : 12 :

Donkey Boiler Fee ... £ - : - :

Travelling Expenses (if any) £ 25 : 13 :

When applied for, 8th Dec. 1931.

When received, Nos 1333-15 paid at Apr 29. 1932 L1

M. G. ...
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 9 FEB. 1932

Assigned *See J.E. Rpt.*