

Received at London Office JAN 31 1939

202, 53 3/4, 33 3/4, 35-766

**ENGINES, &c.**—Description of Engines 2 triple expansion, 4 cylinder reciprocating eng. Revs. per minute 140

Dia. of Cylinders 520 x 860 x 2, 980 mm Length of Stroke 900 mm No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 285 mm Crank pin dia. 290 mm Crank webs Mid. length breadth 363 mm Thickness parallel to axis 306.72  
as fitted 285 mm Mid. length thickness 170 mm shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule 277 mm Thrust shaft, diameter at collars as per Rule 285 mm  
as fitted 277 mm as fitted 285 mm

Tube Shafts, diameter as per Rule 320 mm Screw Shaft, diameter as per Rule 320 mm Is the { tube } shaft fitted with a continuous liner { no liner }  
as fitted 320 mm as fitted 320 mm screw

Bronze 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  
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 yes If so, state type Vicker Patent Stand Length of Bearing in Stern Bush next to and supporting propeller 1495 mm

Propeller, dia. 3600 mm Pitch 3250 mm No. of Blades 4 Material Cast iron whether Moveable fixed Total Developed Surface 5.8 mtr<sup>2</sup>

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. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size 3 of 30, 4 cbm/h. each Pumps connected to the { No. and size 2 of 45 cbm/h each & 2 of 10 cbm/h each  
How driven steam Main Bilge Line { How driven steam steam

Ballast Pumps, No. and size 2 of 100 cbm/h each 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 of 75 mm diam. in aft eng. room— 4 of 70 mm diam. in boiler room.  
In Pump Room 2 of 70 mm diam. In Holds, &c. 2 of 70 mm diam. in each outside hopper trunks.  
4 of 70 mm diam. in inside hopper trunks, 1 of 70 mm dia. in valve room, 2 of 70 mm dia. in forew. hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 350 mm. aft eng. room Independent Power Pump Direct Suctions to the Engine Room Bilges,  
No. and size 3 of 125 mm diam. forew. eng. room 1 of 75 mm. forew. eng. room. 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 valves and cocks

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 ✓

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 machinery aft if fitted with a watertight door ✓ worked from ✓

PLANS. Are approved plans forwarded herewith for Shafting <sup>26.4.37</sup> 21.6.37 Main Boilers 23.6.37 Auxiliary Boilers ✓ Donkey Boilers ✓  
(If not state date of approval)  
Superheaters 23.6.37 General Pumping Arrangements 30.7.37 Oil fuel Burning Piping Arrangements ✓

015405-015416-0121



19th November 1937 till 3rd April 1938

Dates of Survey while building  
During progress of work in shops - - - 1937. May 14. 26. June 9. July 14. 27. Aug. 3. 13. 17. 27. Sept. 3. 10. 21. 28. Oct. 1. 8. 12. 15. 19. 22. 28. Nov. 2. 4. 9. 16.  
During erection on board vessel - - - 3rd April 1938 till 13th September 1938 - 25<sup>th</sup> January 1939.  
Total No. of visits continued attendance

Dates of Examination of principal parts—Cylinders 19.11.37 & 30.12.37 Slides 27.7.37 & 5.3.38 Covers 21.5.37 & 5.3.38  
Pistons 31.5.37 & 5.3.38 Piston Rods 2.7.37 & 5.3.38 Connecting rods 13.8.37 & 15.2.38  
Crank shaft 27.7.37 & 29.12.37 Thrust shaft 10.12.37 & 8.2.38 Intermediate shafts 1.10.37 & 26.1.38  
Tube shaft ✓ Screw shaft 24.9.37 & 30.12.37 Propellers 3.1.38 and 14.3.38  
Stern tube 5.4.38 & 7.2.38 Engine and boiler seatings 9.3.38 Engines holding down bolts 2.5.38  
Completion of fitting sea connections 1.4.38  
Completion of pumping arrangements 23.7.38 Boilers fixed 22.4.38 Engines tried under steam 3.9.  
Main boiler safety valves adjusted 26. and 27.7.38 Thickness of adjusting washers 38.5-41.5-34.5-28-33-36.5  
Crank shaft material S.M. Steel Identification Mark 4158/39 FS. 28.12.37 Thrust shaft material S.M. Steel Identification Mark 4220 FS. 26.12.37  
Intermediate shafts, material S.M. Steel Identification Marks 4213 FS. 26.1.38 Tube shaft, material ✓ Identification Mark  
Screw shaft, material S.M. Steel Identification Mark 4163 FS. 10.12.37 Steam Pipes, material S.M. Steel Test pressure 52 kg/cm<sup>2</sup> Date of Test 14.6.38 & 5.2.38  
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 the use of oil as fuel been complied with ✓  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo. NO 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. NO If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed and installed on board under the supervision of the Society's Surveyor and the requirements of the Rules have been complied with in every respect. The machinery was found to be in accordance with the approved plans. All materials used in the construction have been tested as required by the Rules of this Society and with satisfactory results. After completion the machinery was tested under full working condition and was found working satisfactory.

The machinery of this vessel is in my opinion eligible to be classed in the Society's Register Book with record + L.M.C with date and TS(05) with date To be assigned by the Committee for whose consideration this report is forwarded as per London letter of the 21<sup>st</sup> January 1939 (5). The following items remain to be completed. Overspeed trips to be fitted to the D.C. Turbo generators and tested on completion Turbine of 2nd Generator to be fitted on board and tested on completion.

The vessel is laid up in Danzig Harbour for an indefinite period.

The amount of Entry Fee ... £10-0-0: When applied for,  
Special ... 200-14-0: 6.12.1938  
Donkey Boiler Fee ... £: : When received,  
Travelling Expenses (if any) £136-10-0: 21.12.1938.

Committee's Minute TUE 28 FEB 1939

Assigned + Amb. 1.39 Subject  
Spt. 22.09.

Engineer Surveyor to Lloyd's Register of Shipping.



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