

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-3 FEB 1926

Date of writing Report 4/12/26

19

When handed in at Local Office

19

Port of Hamburg

No. in Survey held at *Altona-Ottensen*

Date, First Survey 12 Aug. 1925

Last Survey 30/12.25 19

Reg. Book.

(Number of Visits 14)

on the

Built at *Mestre*By whom built *Societa Italiana Ernesto Breda*

Yard No. 20

Gross Tons

Net Tons

When built

Engines made at *Altona-Ottensen*By whom made *Ottensener Eisenwerk d. G.*

Engine No. 1271

when made

Boilers made at

By whom made

Boiler No.

when made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule 161,62

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

ENGINES, &c. — Description of Engines *One Triple Expansion*Dia. of Cylinders *14.96 25.19 44.31* Length of Stroke *23.62* Revs. per minute 175

No. of Cylinders 3

No. of Cranks 3

Dia. of Crank shaft journals *7.65*Dia. of Crank pin *8.26*

Crank webs

Mid. length breadth *13.58*Thickness parallel to axis *4.72*Diameter of Thrust shaft under collars *7.65*Diameter of Tunnel shaft *7.87*

Crank webs

Mid. length thickness *4.72*Thickness around eye-hole *3.74*Diameter of Thrust shaft under collars *7.65*Diameter of Tunnel shaft *7.87*

Crank webs

Mid. length thickness *4.72*Thickness around eye-hole *3.74*fitted with a continuous liner the whole length of the stern tube *no*

Is the after end of the liner made watertight in the propeller boss

If the liner is in more than one length are the joints turned

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 *yes, Cedarwall*Length of Stern Bush *34.92*Diameter of Propeller *102.36*Pitch of Propeller *110.24*No. of Blades *4*State whether Moveable *no*Total Surface *25.73* square feet.No. of Feed Pumps fitted to the Main Engines *2*Diameter of ditto *2.56*Stroke *11.81*

Can one be overhauled while the other is at work

No. of Bilge Pumps fitted to the Main Engines *2*Diameter of ditto *2.56*Stroke *11.81*

Can one be overhauled while the other is at work

Total number and size of power driven Feed and Bilge Auxiliary Pumps *2 Duplex 152x102x150*

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

No. and size of Ballast Pumps

No. and size of Lubricating Oil Pumps, including Spare Pump *2 each 2 7/8 diam.*

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

and in Holds, &c.

No. and size of main Water Circulating Pump Bilge Suctions

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges

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 connections with the sea direct on the skin of the ship

Are they Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Discharge Pipes 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 are carried through the bunkers

How are they protected

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 Screw Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

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?

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Ottensener Eisenwerk

Altona-Geschäft

Manufacturer.



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Lloyd's Register
Foundation

12/8.25-23/8-12/9-25/9-6/10-9/10-26/10-6/11-21/11-2/12-22/12-23/12-
 During progress of work in shops - - 29/12-30/12.25
 Dates of Survey while building
 During erection on board vessel - -
 Total No. of visits

Dates of Examination of principal parts - Cylinders 12/8.25-23/8-25/9-9/10-26/10-21/11-23/12.25 Slides 12/9.25-25/9-9/10-21/11-29/12.25
 Covers 12/8.25-23/8-25/9-9/10-26/10-6/11-21/11 Pistons 12/9.25-25/9-6/10-26/10-21/11-2/12-29/12 Rods 12/9.25-25/9-26/10-2/12.25
 Connecting rods 12/8.25-25/9-6/11.25 Crank shaft 12/8.25-21/11-2/12 Thrust shaft 12/9.25-25/9-26/10.25-2/12
 Tunnel shafts 12/9.25-25/9-26/10.25-2/12.25 Screw shaft 12/9.25-25/9-26/10.25-2/12.25 Propeller 28/8.25-22/12.25
 Stern tube 6/11.25-21/11-23/12 Engine and boiler seatings Engines holding down bolts
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Completion of fitting sea connections Stern tube Screw shaft and propeller
 Main boiler safety valves adjusted Thickness of adjusting washers

Material of Crank shaft *annealed S.M. Steel* Identification Mark on Do. *LLOYDS/1524-E.F.11.7.25 M.F.*
 Material of Thrust shaft *annealed S.M. Steel* Identification Mark on Do. *dh 6154 M.B.24.8.25*
 Material of Tunnel shafts *annealed S.M. Steel* Identification Marks on Do. *5245 M.K.1.10.25*
 Material of Screw shafts *annealed S.M. Steel* Identification Marks on Do. *dh 6151-6153 M.B.24.8.25*
 Material of Steam Pipes 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 carrying and burning oil fuel 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.)
Material and workmanship of this engine are of good quality, the outfit is ample.
The Steel material, used for the construction, has been made at works approved by the Society
and tested in conformity with the rules requirements.
The Engine has been built in accordance with the approved plans, the Secretary's
letters E. 4/6.25, E. 23/7.25, E. 17/9.25
in Gen Box 606 London

The amount of Entry Fee ... £ : : When applied for,
 Special ... £ : : 19
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 19

Committee's Minute **FRI. 21 JAN 1927**
 Assigned *See En. J.G. No 7395*

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