

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25-4-38

Date of writing Report 1942 April 1938 When handed in at Local Office

19 Port of STETTIN

No. in Survey held at Berlin - Tegel  
Reg. Book.

Date, First Survey 10th June, 1937 Last Survey 2nd April, 1938

(Number of Visits 36)

on the

Tons { Gross  
Net

Built at Lübeck

By whom built Lübecker Maschinenbau Ges. Yard No. 367

When built 1938.

Engines made at Berlin - Tegel

By whom made Rheinmetall-Borsig Ag. Engine No. 8289

When made 1938.

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule 356.

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &amp;c.—Description of Engines Double compound, Lentz type No. 11

Revs. per minute 80.

Dia. of Cylinders 2 x 510 x 1100 mm Length of Stroke 1100 mm

No. of Cylinders 4

No. of Cranks 4

Crank shaft, dia. of journals

as per Rule 322

as fitted 350

Crank pin dia. 350 mm

Crank webs

Mid. length breadth 680 mm

shrunk

Thickness parallel to axis 210 mm

Intermediate Shafts, diameter

as per Rule 312

as fitted 312

Thrust shaft, diameter at collars

as per Rule 322

as fitted 340

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted 366 + 350

Is the { tube } shaft fitted with a continuous liner {

screw }

Bronze Liners, thickness in way of bushes

as per Rule

as fitted 2015

Thickness between bushes

as per Rule

as fitted 19.25

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 1466 mm

Propeller, dia. 4500

Pitch 5340

No. of Blades 4

Material

whether Moveable

Total Developed Surface 7.75 sq. feet

Feed Pumps worked from the Main Engines, No. 1

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 2

Diameter

Stroke

Can one be overhauled while the other is at work

Feed Pumps

No. and size 3, 220 x 160

How driven steam

Pumps connected to the

Main Bilge Line

No. and size 260 x 210

How driven steam

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

Ballast Pumps, No. and size 1, 120 mm

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

ER: 6 x 80

Well: 2 x 80

ballast pump &amp; main only

Boiler space: 2 x 65

In Pump Room

In Holds, &amp;c.

4 x 80

4 x 80

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 x 175

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 x 150

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, &amp;c.—(Letter for record) Total Heating Surface of Boilers 458 sqm.

Is Forced Draft fitted yes

No. and Description of Boilers 2

Working Pressure 15 kg.

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

(If not state date of approval)

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

The foregoing is a correct description,

RHEINMETALL-BORSIG  
AKTIENGESELLSCHAFT/WERK BORSIG AG - TEGEL

Manufacturer.

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Lloyd's Register  
Foundation

W1183-0208



1934: June: 10, 28, July: 9, 17, 23, Aug: 2, 4, 11, 16, 20, 25, Sept: 2, 9, 17, 29, Oct: 5, 11, 16, 26,  
Nov: 2, 11, Dec: 1, 8, 13, 20, 1938: Jan: 4, 20, 31, Feb: 7, 22, March: 4, 10, 22, 30, April: 2nd.  
During progress of work in shops - -  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 36

Dates of Examination of principal parts—Cylinders 20.8.37-4.3.38 Valves 5.10.37-22.3.38 Covers 2.10.-8.12.37.  
Pistons 12.4.37-22.3.38 Piston Rods 25.6.37-2.4.38 Connecting rods 11.8.37-22.3.38  
Crank shaft 9.7.37-2.4.38 Thrust shaft 20.8.37-22.3.38 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. 1216  
Crank shaft material S.M. Steel Identification Mark N.S. 4.1.38 Thrust shaft material S.M. steel Identification Mark N.S. 4.1.38  
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.)  
This Engine has been built under Special Survey in accordance with the Society's Rules and the approved plans of crank- and thrust shaft.  
All steel material used in the construction has satisfactorily been tested, the workmanship thereon is efficient.  
The H.P. cylinders are tested to 20 kg, the L.P. cylinders to 9 kg, main stop valve with distribution piece to 45 kg, and the condenser to 2 kg. water pressure.  
All of these parts found tight and sound at that pressures.  
The Engine is eligible in my opinion for part of the record of " + LMC " when satisfactorily fitted on board and tried under working conditions.

The amount of Entry Fee RA 40.- : When applied for,  
Special ... 628.- : 14.4 1938  
Donkey Boiler Fee ... : When received,  
Travelling Expenses (if any) 312.- : 18.7 1938

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned  
FRI 29 JUL 1938  
See Ham J.E. 22820A