

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

28 NOV 1930

Writing Report 11th Nov 1930 When handed in at Local Office

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Port of

HAMBURG

Survey held at Hamburg

Date, First Survey 18th October, 1930 Last Survey 8th November, 1930

(Number of Visits 7)

on the Steel S. SUND

Gross 517
Tons Net 221

Lübeck

By whom built Lübecker Flenderwerke A.G.

Yard No. 174

When built 1927

made at Harburg

By whom made Christiansen & Meyer

Engine No. 750

when made 1927

made at Harburg

By whom made Christiansen & Meyer

Boiler No. 4633

when made 1927

red Horse Power

Owners Atlantic Transport G. m. b. H.

Port belonging to Hamburg

Horse Power as per Rule 34

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

for which Vessel is intended European Ports.

VES, &c.—Description of Engines One triple expansion reciprocating steam engine Revs. per minute 150

Cylinders 260 x 400 x 650 mm Length of Stroke 400 mm No. of Cylinders 3 No. of Cranks 3

shaft, dia. of journals as per Rule 128 mm as fitted 130 mm Crank pin dia. 130 mm Crank webs Mid. length breadth 160 mm Thickness parallel to axis 128 mm as fitted 130 mm Mid. length thickness 88 mm Thickness around eye-hole 130 mm

Intermediate Shafts, diameter as per Rule 102.5 mm as fitted 150 mm Thrust shaft, diameter at collars as per Rule 128 mm as fitted 130 mm

Shafts, diameter as per Rule 128 mm as fitted 150 mm Screw Shaft, diameter as per Rule 128 mm as fitted 150 mm Is the tube screw shaft fitted with a continuous liner no

Liners, thickness in way of bushes as per Rule 128 mm as fitted 150 mm Thickness between bushes as per Rule 128 mm as fitted 150 mm Is the after end of the liner made watertight in the

r 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

liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

the tube shaft 500 mm Length of Bearing in Stern Bush next to and supporting propeller 600 mm

ler, dia. 2190 mm Pitch 1580 mm No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 119 sq. feet

Pumps worked from the Main Engines, No. 1 Diameter 45 mm Stroke 215 mm Can one be overhauled while the other is at work

Pumps worked from the Main Engines, No. 2 Diameter 51 mm Stroke 215 mm Can one be overhauled while the other is at work

No. and size 1 duplex 133 x 39 (Gen. Serv. P.) Pumps connected to the Main Bilge Line No. and size 1 duplex 133 x 39 (General Service Pump)

How driven steam driven How driven steam driven

at Pumps, No. and size 1 duplex 133 x 39 (G.S. Pump) Lubricating Oil Pumps, including Spare Pump, No. and size 1

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 3 x 40 mm p. (also 1 ejector)

ds, &c. Forepeak: 160 mm p. fore coffer dam: 160 mm p. aft peak: 40 mm p. Cargo line: 180 x 150 mm p. pump room: 40 mm p.

pumps: 1 of 190 x 230, 120 mm p. 1 of 190 x 190, 40 mm p. (this pump is arranged to drain water from pump room bilge)

Water Circulating Pump Direct Bilge Suctions, No. and size 1 x 80 mm p. Independent Power Pump Direct Suctions to the Engine Room Bilges,

id size 1 x 65 mm p. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

e 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

Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves & cocks

ey 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

ey 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

Pipes pass through the bunkers none How are they protected

pipes pass through the deep tanks cargo lines Have they been tested as per Rule no

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

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

ement to another yes Is the Shaft Tunnel watertight machinery aft Is it fitted with a watertight door worked from

N BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 110 m² 1184

forced Draft fitted no No. and Description of Boilers 1 multitubular 1 SB Working Pressure 185 lb

A REPORT ON MAIN BOILERS NOW FORWARDED? yes

A DONKEY BOILER FITTED? no If so, is a report now forwarded?

ANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

heaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

ARE GEAR. State the articles supplied:— 2 connecting rod top & bottom end bolts & nuts, 2 main bearing

is a set of coupling bolts, a set of feed and bilge pump valves, 1 air pump rod, a quantity of assorted

is a nuts of various dimensions, a number of boiler tubes, a number of condenser tubes & ferrules thereto.

propeller.

The foregoing is a correct description,

Manufacturer.



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Foundation

During progress of work in shops - - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits

1930: Oct. 18, 22, 23, 29. Nov. 6, 7, 8.

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Dates of Examination of principal parts—Cylinders 22/10/30 - 23/10/30 Slides 22/10/30 - 23/10/30 Covers 22/10/30 - 23/10/30
 Pistons 22/10/30 - 23/10/30 Piston Rods 22/10/30 - 23/10/30 Connecting rods 22/10/30
 Crank shaft 29/10/30 Thrust shaft 6/11/30 Intermediate shafts 7/11/30
 Tube shaft - Screw shaft 6/11/30 Propeller 18/10/30
 Stern tube 29/10/30 Engine and boiler seatings 23/10/30 Engines holding down bolts 23/10/30
 Completion of fitting sea connections -
 Completion of pumping arrangements - Boilers fixed - Engines tried under steam 8/11/30
 Main boiler safety valves adjusted 8/11/30 Thickness of adjusting washers ports - 26 mm shafts - 28.5 mm.
 Crank shaft material O.H. Steel Identification Mark G.L. Thrust shaft material O.H. Steel Identification Mark G.L.
 Intermediate shafts, material O.H. Steel Identification Marks G.L. Tube shaft, material - Identification Mark -
 Screw shaft, material O.H. Steel Identification Mark G.L. Steam Pipes, material - Test pressure - Date of Test -
 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 yes If so, have the requirements of the Rules 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 machinery has been built under the supervision of the Germanischer Lloyd. - Examined all cylinders, pistons with rods, slide valves and connecting rods, top and bottom end brasses, crank shaft, main bearings, thrust shaft & block, intermediate shaft, tail shaft when drawn, stern tube when drawn, condenser, air, bilge, feed & circulating pumps, opened up, general service pump, engine holding down bolts and found all of these parts in order. A number of condenser tubes and ferrules had been removed, the stern tube drawn out for removal of the stern post - fitted in the new stern frame, stern and other shafting relined. The pumping arrangements were found as shown on the plan previously submitted and in accordance with the Rules after a direct power pump suction of 65 mm had been fitted to the general service pump and changeover cock fitted in the suction and filling pipe to the fore peak. [See letter E, 27/11/30] The drainage arrangement of the pump room and chain locker are satisfactory. Air & sounding pipes satisfactory. Further examined in dry dock propeller, oil gland, sea connections and their fastenings (sea connections opened up) and found in order. Distance between shaft & bearing metal: a fit. Also examined steering engine and windlass and found in order - ~~under~~ The Machinery has been tried under working and manoeuvring conditions with satisfactory result.

The oil gland is of the same type as that of the s.s. KASSAR-WIEK, No 75276 in Reg. Book.
 The machinery of this vessel is in a good and safe working condition and with reference to the Secretary's letter E, 27/11/30 eligible in my opinion to be classed in the Society's Reg. Book with notation and Records of: LMC - 11/30 and Tail Shaft (O.G.) - seen - 11/30.
 Respecting Fees see letter S, 20/11/30

The amount of Entry Fee ... £ 2 : - :
 Special ... 50% ... £ 10 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ - : 10 :
 When applied for, 21.11.30
 When received, 13/2/31

J. A. Kruck
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 16 DEC 1930

Assigned Lmb. 11.30

TUE. 29 SEP 1931
 FRI. 20 NOV 1931

FRI. 12 FEB 1932

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