

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 11th August, 1930 When handed in at Local Office

Port of HAMBURG

20 AUG 1930

No. in Survey held at Hamburg
Reg. Book.
on the Steel Ss. "LASBEK"Date, First Survey 3rd December '29 Last Survey 31st July, 1930
(Number of Visits 17)

Built at Lübeck By whom built Lüb. Maschinenbau-Gesellschaft Yard No. 302 Tons Gross 2159 Net 1263
Engines made at Berlin-Tegel By whom made A. Borsig G. m. B. H. Engine No. 7970 when made 1930
Boilers made at Lübeck By whom made Lüb. Maschinenbau-Ges. Boiler No. 1240/41 when made 1930
Registered Horse Power Owners Knöhr & Burchard Nachf. Port belonging to Hamburg
Nom. Horse Power as per Rule 216 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which Vessel is intended Transatlantic Trade.

ENGINES, &c.—Description of Engines Lenta Standard Engine

Revs. per minute 85

Dia. of Cylinders 2 of 420, 2 of 900 mm Length of Stroke 900 mm No. of Cylinders 4 No. of Cranks 4
Crank shaft, dia. of journals as per Rule 262 mm as fitted 285 mm Crank pin dia. 285 mm Crank webs Mid. length breadth 560 mm Thickness parallel to axis 168 mm
Intermediate Shafts, diameter as per Rule 262 mm as fitted 263 mm Thrust shaft, diameter at collars as per Rule 262 mm as fitted 285 mm
Tube Shafts, diameter as per Rule 262 mm as fitted 263 mm Screw Shaft, diameter as per Rule 279.2 mm as fitted 292 mm Is the screw shaft fitted with a continuous liner? yes
Bronze Liners, thickness in way of bushes as per Rule 13 mm as fitted 21 mm Thickness between bushes as per Rule 13 mm as fitted 21 mm Is the after end of the liner made watertight in the propeller boss? yes
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner? yes
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? yes
If two liners are fitted, is the shaft lapped or protected between the liners? yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft? no

Length of Bearing in Stern Bush next to and supporting propeller 1380 mm
Propeller, dia. 4200 mm Pitch 4000 mm No. of Blades 4 Material Bronze whether Moveable solid Total Developed Surface 5.85 m² sq. feet
Feed Pumps worked from the Main Engines, No. none Diameter 85 mm Stroke 345 mm Can one be overhauled while the other is at work? yes
Bilge Pumps worked from the Main Engines, No. two Diameter 85 mm Stroke 345 mm Can one be overhauled while the other is at work? yes
Feed Pumps { No. and size 3 of 120 x 120 300 Pumps connected to the Main Bilge Line { No. and size 1 of 200 x 265 515, 1 of 120 x 120 300 How driven steam driven
Ballast Pumps, No. and size 1 of 200 x 265 515 Lubricating Oil Pumps, including Spare Pump, No. and size 8 of Bosch patent type
Are two independent means arranged for circulating water through the Oil Cooler? yes Suctions, connected to both Main Bilge Pumps and Auxiliary
Bilge Pumps;—In Engine and Boiler Room x Shaft Tunnel: 9 of 40 mm φ In Holds, &c. Fore hold: 4 of 30 mm φ Aft hold: 2 of 75 mm φ

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 150 mm φ Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 150 mm φ 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 & 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? yes
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? yes
What pipes pass through the deep tanks? yes Have they been tested as per Rule? yes
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? yes Is it fitted with a watertight door? yes worked from upper grating in eng. room

MAIN BOILERS, &c.—(Letter for record 24/11/29) Total Heating Surface of Boilers 290.2 m² 3120 #
Is Forced Draft fitted? yes No. and Description of Boilers 2 cyl. multitubular 250 Working Pressure 199 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting 15/11/29 Main Boilers 28/1/30 Auxiliary Boilers x Donkey Boilers x
(If not state date of approval)
Superheaters 28/1/30 General Pumping Arrangements 4/2/30 x 25/2/30 Oil fuel Burning Piping Arrangements x

SPARE GEAR. State the articles supplied:—

1 piston rod with 2 sets of packings, 1 bottom end and 2 top end brasses with bolts & nuts, 2 main bearing bolts & nuts, 8 coupling bolts & nuts, 10 HP, 3 LP piston rings, 4 HP, 2 LP valves & seats, 6 valve spindles & bushes, 4 adjusters with bushes & bolts, 2 escape valve spindles & springs, 10 valve springs, 10% of all studs & nuts, Bilge pumps:—2 lever links, 2 valves & seats, 1 spring. Condensers:—50 condenser tubes, 150 ferrules & packing rings, 1 escape valve spring.
1 cast iron propeller, 1 tail shaft

The foregoing is a correct description,

Lübecker

Maschinenbau-Gesellschaft

Manufacturer.



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Foundation

15
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - -
Total No. of visits 25 + 17 = 42

Dates of Examination of principal parts—Cylinders 5.2, 20.3, 1.4, 15.4, 7.5, 6.6 Valves 9.4, 7.5, 6.6, 30 Covers 13.2, 20.2, 2.4, 9.4, 16.6, 30
Pistons 15.1, 13.2, 26.1, 5.3, 2.4, 20.5, 30 Piston Rods 8.1, 11.1, 5.3, 20.5, 16.6, 30 Connecting rods 10.2, 16.2, 2.4, 23.4, 13.5, 16.6, 30
Crank shaft 5.2, 13.2, 26.2, 5.3, 2.4, 20.5, 30 Thrust shaft 12.1, 20.3, 5.3, 2.4, 20.5, 6.6, 30 Intermediate shafts 10.4/30
Tube shaft 1 Screw shaft 27/5/30 Propeller 14/6/30
Stern tube 27/5/30 Engine and boiler seatings 10/6/30 Engines holding down bolts 8/7/30
Completion of fitting sea connections 10/6/30
Completion of pumping arrangements 23/6/30 Boilers fixed 1/7/30 Engines tried under steam 31/7/30
Main boiler safety valves adjusted 25/7/30 Thickness of adjusting washers Pt: 17.5, 16.5, 18.5, 18.5, 16.5
Crank shaft material S.M. Steel Identification Mark N.S. 20.5.30 Thrust shaft material S.M. Steel Identification Mark N.S. 20.5.30
Intermediate shafts, material S.M. Steel Identification Marks MB 8866, 2.4.30 Tube shaft, material 1 Identification Mark 1
Screw shaft, material S.M. Steel Identification Mark MB 11.4.30 Steam Pipes, material S.M. Steel Test pressure 12.5 kg/cm² Date of Test 15/7/30
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. 1
Have the requirements of the Rules for the use of oil as fuel been complied with 1
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 1
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. Material and workmanship of the machinery of this vessel are of good quality, and the outfit is ample.
The materials used in the construction are made at works recognized by the Committee and have been tested in conformity with the requirements of the Rules. The machinery has been built in accordance with the approved plans and the Secretary's letters and otherwise in conformity with the Rules.
The Machinery has given full satisfaction under full working and manœuvring conditions during a six hours trial trip. In my opinion the machinery is eligible for notification of "LMC-7,30", "Electric Light" and "Tail Shaft (C-L.)"
The approved plans will be transmitted after completion of the sister ship "SCHIFFBEK".

It is submitted that this vessel is eligible for THE RECORD.

+ LMC 7.30 C.L. FD.

Cacy. (2) 16 9/16 + (2) 35 7/16 - 35 7/16
216 NRP.

A. Borsig, Berlin

WDA DA 22/8/30

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

The amount of Entry Fee ... £	:	:	When applied for,
Special 3/5 ...	£	32 : 8	72.8.1930
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	15 : 72	:	21.8.1930

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned + LMC 7-30 C.L. FD

CERTIFICATE W. 1. 1. 1.



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