

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 JUN 1930

Date of writing Report 25th June 1930 When handed in at Local Office

19 Port of **STETTIN**No. in Survey held at **Berlin - Tegel**  
Reg. Book.

Date, First Survey 8th January Last Survey 20th June 1930

on the **Steel Lc**

(Number of Visits 25)

Tons { Gross  
NetBuilt at **Lübeck** By whom built **Lübecker Maschinenbau Gesellschaft** Yard No. **302** When built **1930**Engines made at **Berlin - Tegel** By whom made **A. Borsig GmbH** Engine No. **4940** When made **1930**

Boilers made at By whom made Boiler No. When made

Registered Horse Power Owners **Knoke & Burchard Hfl** Port belonging to **Hamburg**Nom. Horse Power as per Rule **216** Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended

**ENGINES, &c.**—Description of Engines **16 1/4 - 35 1/2 Lenz "Engines"** Revs. per minute **25**  
 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** Crank pin dia. **285 mm** Crank webs Mid. length breadth **560 mm** Thickness parallel to axis **168 mm**  
 Intermediate Shafts, diameter as per Rule **249.5** as fitted **285** Thrust shaft, diameter at collars as per Rule **262 mm** as fitted **285**  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule **279** Is the { tube } shaft fitted with a continuous liner { 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller  
 Propeller, dia. **4200** Pitch **4000** No. of Blades **4** Material **Brass** whether Moveable **solid** Total Developed Surface **5.85** sq. feet  
 Feed Pumps worked from the Main Engines, No. **none** Diameter — Stroke — Can one be overhauled while the other is at work —  
 Bilge Pumps worked from the Main Engines, No. **two** Diameter **85 mm** Stroke **375 mm** Can one be overhauled while the other is at work **yes**  
 Feed Pumps { No. and size How driven } Pumps connected to the { No. and size How driven } Main Bilge Line  
 Ballast Pumps, No. and size 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  
 In Pump Room In Holds, &c.

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 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, &c.**—(Letter for record) Total Heating Surface of Boilers **290.2 sqm**

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?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting **15.11.29** Main Boilers Auxiliary Boilers Donkey Boilers  
(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied **yes**

State the principal additional spare gear 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, 2 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.**Condenser:** 50 condenser tubes, 150 ferrules & packing rings, 1 escape valve spring.

The foregoing is a correct description,

Manufacturer.

A BORSIG

G.M.B.H.

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Dates of Survey while building	During progress of work in shops - -	Jan. 8, 15, 21; Feb. 5, 13, 20, 26; March 5, 10, 20, 26; April 2, 9, 15, 23, 28, May 7, 13, 20, 28, June 3, 6, 11, 16, 20. 1930.
	During erection on board vessel - - -	
	Total No. of visits	25.

Dates of Examination of principal parts—Cylinders 5.2, 20.3, 2.4, 15.4, 7.5, 6.6, Slides Valves 9.4, 7.5, 6.6, 30. Covers 13.2, 20.3, 2.4, 9.4, 16.6  
Pistons 15.1, 13.2, 26.2, 5.3, 2.4, 20.5, 30. Piston Rods 8.1, 2.1, 5.3, 20.5, 16.6, 30. Connecting rods 10.2, 26.3, 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 13.2, 20.3, 5.3, 2.4, 20.5, 6.6, 30. 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. 946  
Crank shaft material Ld. Steel Identification Mark NS 20.5.30 Thrust shaft material Ld. Steel Identification Mark NS 20.5.30  
Intermediate shafts, material Identification Marks Tube shaft, material Identification Marks  
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 m If so, state name of vessel

*General Remarks* (State quality of workmanship, opinions as to class, &c.)

**Certificates to be sent to**

## Committee's Minute

see Minute on Hamburg  
First Entry Report No 194

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