

Date of writing Report19th April 1930

When handed in at Local Office22nd April 1930

Port ofCopenhagen

Received at London Office

No. in Survey held atCopenhagen

Date, First Survey1st October 1929

Last Survey15th April 1930

Reg. Book.

Number of Visits101.

19518. on the

Single
Twin
Triple
Quadruple

Motor
Screw vessel

"BORINGIA"

Tons { Gross 5820.99
Net 3605.64

Built atCopenhagen

By whom builtAkt. Burmeister & Wain's Maskin og Skibsslaggeri

Yard No. 560

When built 1929-30

Engines made atCopenhagen

By whom madeAkt. Burmeister & Wain's Maskin og Skibsslaggeri

Engine No. 1637
1638

When made 1929-30

Donkey Boilers made atCradley Gt. Works

By whom madeThe Cradley Boiler Co., Ltd.

Boiler No. 16920

When made 1929

Brake Horse Power5100

OwnersAkt. Det Østasiatiske Kompagni

Port belonging toCopenhagen

Nom. Horse Power as per Rule827

Is Refrigerating Machinery fitted for cargo purposesYes

Is Electric Light fittedYes

Trade for which vessel is intendedOcean Trade, General cargo and passengers.

L ENGINES, &c.—Type of EnginesVertical Diesel Oil Engines. (Crosshead type) 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders35 kg/cm²

Diameter of cylinders630 mm = 24 13/16"

Length of stroke300 mm = 5 1/16"

No. of cylinders2 x 7

No. of cranks2 x 7

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge892 mm

Is there a bearing between each crankYes

Revolutions per minute138

Turning wheel dia.1902 mm

Weight1180 kg.

Means of ignitionAir Compression

Kind of fuel usedCrude oil, flash point above 156° F.

Crank Shaft, dia. of journalsas per Rule412.5 mm

as fitted414 mm

Crank pin dia.414 mm

Crank WebsMid. length breadth660 mm

Mid. length thickness266 mm

shrinkThickness parallel to axis266 mm

Thickness around eye-hole193 mm

Turning wheel Shaft, diameteras per Rule11.7"

as fitted11.3/4"

Intermediate Shafts, diameteras per Rule11.7"

as fitted11.3/4"

Thrust Shaft, diameter at collarsas per Rule12.28"

as fitted12 1/2"

Stern Tube Shaft, diameteras per Rule12.78"

as fitted13"

Is the screw shaft fitted with a continuous linerYes

Bronze Liners, thickness in way of bushesas per Rule0.7"

as fitted7/8" and 15/16"

Thickness between bushesas per rule0.607"

as fitted5/8"

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

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the linerLiners in one length.

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-corrosiveYes

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

Yes

Length of Bearing in Stern Bush next to and supporting propeller5.6"

Propeller, dia.12.9"

Pitch12-3"

No. of blades3

MaterialBronze

whether MoveableNo

Total Developed Surface38 sq. feet

Method of reversing EnginesDirect reversible

Is a governor or other arrangement fitted to prevent racing of the engine when deceleratedYes

Means of lubrication

LubricationThickness of cylinder liners46 mm

Are the cylinders fitted with safety valvesYes

Are the exhaust pipes and silencers water cooled or lagged with non-conducting materialLagged

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engineExhaust pipes led up along the mast.

Working Water Pumps, No. 2 off. Centrifugal, 250 tons each

Is the sea suction provided with an efficient strainer which can be cleared within the vesselYes

Large Pumps worked from the Main Engines, No. 1 off. to each engine

Diameter of tanks 160 mm

Stroke 232 mm

Capacity 38 tons each.

Can one be overhauled while the other is at workYes

Pumps connected to the Main Bilge Line { No. and Size 1 off. ballast pump 150 tons. 1 off. power bilge pump 26 tons. 2 off. main engine bilge pumps, 38 tons each

How drivenElectric motor.

Electric motor.

Main engines.

Ballast Pumps, No. and size 1 off. Rotary pump, 150 tons.

Lubricating Oil Pumps, including Spare Pump, No. and size 4 off. Cog wheel pumps, 45 tons each.

two independent means arranged for circulating water through the Oil CoolerYes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge pumps, No. and size:—In Machinery Spaces 2 off. 3" diam and 2 off. 4" diam.

In tunnel well 1 off. 8" diam.

In FPT & APT, one off in each 1 1/2" diam.

In Pump Room

Holds, &c. In No. 1 hold 2 off. 3" diam. In No. 2 & 3 holds 2 off in each 3 1/2" diam. In No. 4 hold 3 off. 3" diam. In No. 5 hold 1 off. 8" diam. In double bottom tanks & tunnel deep tank 2 1/2" 3 1/2" 3 1/2" diam arranged as per approved plan.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 off. 6" diam. 1 off. 8" diam & 2 off. 3" diam.

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxesYes

Are the Bilge Suctions in the Machinery Spaces

Yes

Is 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 shipYes

Are they fitted with Valves or CocksValves except the donkey boiler blow off cock.

Are they sized sufficiently high on the ship's side to be seen without lifting the platform platesYes

Are the Overboard Discharges above or below the deep water lineAbove.

Are they each fitted with a Discharge Valve always accessible on the plating of the vesselYes

Are the Blow Off Cocks fitted with a spigot and brass covering plateYes

That pipes pass through the bunkersNo bunkers.

How are they protected

That pipes pass through the deep tanksNone.

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 timesYes

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 anotherYes

Is the Shaft Tunnel watertightYes

Is it fitted with a watertight doorYes

worked from the engine grating at main deck level.

Main Air Compressors, No. 2 off

No. of stages3

Diameters750-675-180 mm

Stroke400 mm

Driven bythe main engines.

Auxiliary Air Compressors, No. Please see

No. of stagesthe separate Report.

DiametersReport.

Stroke

Driven by

Small Auxiliary Air Compressors, No. 1 off

No. of stages2

Diameters106-34 mm

Stroke80 mm

Driven bya steam engine.

Exhausting Air Pumps, No.

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameteras per Rule

as fittedPlease see the separate Report here with.

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per RuleYes

Can the internal surfaces of the receivers be examined and cleanedYes

Is a drain fitted at the lowest part of each receiverYes

High Pressure Air Receivers, No. 2 off. Spare for main & aux. engines

400 Litres

Internal diameter450 mm

thickness21 mm

by Rules 1.1 x 73.0 kg/cm²

Actual 65 atm.

Seamless, lap welded or riveted longitudinal jointLap welded

MaterialS.M. Steel

Range of tensile strength37.6-38.6 kg/mm²

Working pressure

Starting Air Receivers, No. 2 off

Total cubic capacity1250 cubic feet

Internal diameter6-1" and 5-11/16"

thickness1 1/4" 1 3/16"

by Rules 25.0 kg/cm²

Actual 25 atm.

Seamless, lap welded or riveted longitudinal jointDouble butt straps

MaterialS.M. Steel

Range of tensile strength44.4-48.2 kg/mm²

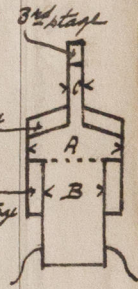
Working pressure

Seamless, lap welded or riveted longitudinal jointDouble butt straps

MaterialS.M. Steel

Range of tensile strength44.4-48.2 kg/mm²

Working pressure



10m. 2.29. *working* (Continued)

Port of CopenhagenContinuation of Report No. 8227 dated 19th April 1930 on the

No in Reg. Book 39518.

Twin Screw Motor Vessel "BORINGIA." of Copenhagen.The auxiliary machinery comprising.

(Continued)

One - 16 HP. compound wound electro motor working the oil pump to the electro hydraulic steering gear.
 One - 45 HP. " " " " working the windlass.
 Two - 35 HP. " " " " working the two 7 tons cargo winches.
 Two - 33 HP. " " " " working the two 5 tons " "
 Ten - 25 HP. " " " " working the ten 3 tons " "
 One - 33 HP. " " " " working the 5 tons warping winch.
 One - 1.5 HP. serie " " " working the sounding machine.

And supplying current for the electric lighting installation with the pressure reduced to 110 Volts.
 transformer motors, 2 off - shunt wound 30 HP. each, - transformer generators 2 off - compound wound, 20 K.W. 1500 Revs per Min.

The foregoing is a correct description.

AKTIESELSKABET
 BURMEISTER & WAINSKIN- OG SKIBSBYGGERY
 H. Rasmussen Manufacturer.

A. F. Friese.
 SURVEYOR TO LLOYD'S
 REGISTER OF SHIPPING



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