

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG 24 1939

Date of writing Report 19/8/39 19 When handed in at Local Office 19 Port of HAMBURG

No. in Survey held at HAMBURG Date, First Survey 8/9/38 Last Survey 11/8/39 19
Reg. Book. 35862 on the Steel Sct. "VACPORT" (Number of Visits 37)

Tons } Gross 6774
 } Net 3970

Built at HAMBURG By whom built Howaldtswerke A.G. Yard No. 774 When built 1939

Engines made at Berlin-Tegel By whom made Rheinmetall-Borsig A.G. Engine No. 8332 When made 1939

Boilers made at HAMBURG By whom made Howaldtswerke A.G. Boiler No. 1553/4/5 When made 1939

Registered Horse Power Owners Standard Transportation Co., Ltd. Port belonging to London

Nom. Horse Power as per Rule 550 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted yes

Trade for which Vessel is intended Tanker Service

ENGINES, &c.—Description of Engines Double Compound Lentz type No. 12 Revs. per minute 80

Dia. of Cylinders 2 x 360 mm, 2 x 1200 mm Length of Stroke 1200 mm No. of Cylinders 4 No. of Cranks 4

Crank shaft, dia. of journals as per Rule 366 mm Crank pin dia. 380 mm Crank webs Mid. length breadth 675 mm Thickness parallel to axis 230 mm
as fitted 380 mm Mid. length thickness 230 mm shrunk Thickness around eye-hole 145 mm

Intermediate Shafts, diameter as per Rule 350 mm Thrust shaft, diameter at collars as per Rule 366 mm
as fitted 365 mm as fitted 380 mm

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 388 mm Is the tube shaft fitted with a continuous liner yes
as fitted as fitted 418 mm as fitted

Bronze Liners, thickness in way of bushes as per Rule 19.5 mm Thickness between bushes as per Rule 14.7 mm Is the after end of the liner made watertight in the propeller boss yes
as fitted 22.5 mm as fitted 17.5 mm 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1810 mm

Propeller, dia. 5324 mm Pitch 4850 mm No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 94.08 sq. feet

Feed Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. NONE Diameter Stroke Can one be overhauled while the other is at work yes

Feed Pumps (No. and size 2 of 300 x 210 mm, 2 injectors 1 1/4 m³/h each) Pumps connected to the Main Bilge Line (No. and size 1 of 180 x 160 mm, 2 of 320 x 220 mm)
How driven steam How driven duplex steam duplex steam

Campan Pumps, No. and size 3 of 560 mm, 3 of 400 x 280 mm Lubricating Oil Pumps, including Spare Pump, No. and size

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 2: 3 x 85 mm, Boiler Room: 3 x 85 mm

In Pump Room Forward: 2 x 70 mm, Midship: 2 x 65 mm In Holds, &c. Cargo hold: 2 x 70 mm, Chain locker: 1 x 65 mm, Foreward L.D. 2 x 65 mm, Fore. Store rooms: 2 x 65 mm

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 x 130 mm Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 x 130 mm 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 and 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 above

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 heating coils How are they protected

What pipes pass through the deep tanks heating coils 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 mach. aft Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 780 m² = 8393 ft²

Is Forced Draft fitted yes No. and Description of Boilers 3 Scotch Marine Working Pressure 228 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

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

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

PLANS. Are approved plans forwarded herewith for Shafting 25/8/36 Main Boilers 11/7/38 Auxiliary Boilers Donkey Boilers
(If not state date of approval)

Superheaters 18/8/36 General Pumping Arrangements 1/6/36 16/12/36 (2) Oil fuel Burning Piping Arrangements 19/2/37

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied

1/2 crankshaft, 2 piston rods, 1 set of L.P. piston rings, 1/2 bottom end brasses, 1/2 crosshead brasses, 1 set of coupling bolts, 1 TS with liner, 2 propeller blades, a number of suction and delivery valves of each type of pumps (also for cargo and stripper pumps), 1 impeller shaft for circulating pump.

The foregoing is a correct description,
Howaldtswerke Aktiengesellschaft Manufacturer.



