

## 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 S.S. "VACPORT" (Number of Visits 37)  
 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 368 mm as fitted 380 mm  
 Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 388 mm Is the tubo shaft fitted with a continuous liner yes  
 as fitted ✓ as fitted 418 mm  
 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  
 as fitted 22.5 mm as fitted 17.5 mm 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 ✓  
 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  
 shift no If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 1810 mm  
 Propeller, dia. 5314 mm Pitch 4880 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 ✓  
 Bilge Pumps worked from the Main Engines, No. NONE Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓  
 Feed Pumps { No. and size 2 of 380 x 310 mm Pumps connected to the { No. and size 1 of 180 x 160 mm = 45 tons/h, 2 of 320 x 220 mm = 105 tons/h  
 How driven steam Main Bilge Line { How driven duplex steam duplex steam  
 Cargo Pumps, No. and size 3 of 380 x 310 mm, 2 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 ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 2 x 3 x 85 mm Boiler Room: 3 x 85 mm  
 In Pump Room Forw: 2 x 70 mm, Midship: 2 x 65 mm In Holds, &c. Cargo hold: 2 x 70 mm, Chain locker: 1 x 65 mm, Foreman  
L.D. 2 x 65 mm, Forw. Store room: 2 x 65 mm  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 x 180 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 m<sup>2</sup> = 8393 ft<sup>2</sup>  
 Is Forced Draft fitted yes No. and Description of Boilers 3 Scotch Marine Working Pressure 225 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 ✓  
 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 1/8/36 General Pumping Arrangements 3/6/36 16/12/36 (4) 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 set 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,

Aktiengesellschaft

Manufacturer.



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Foundation

W1653-00221



Port of

Continuation of Report No. 24168 dated 14/8/39

on the

Description of Cargo Oil Pumps (all steam driven) :-

3 main	2 x $\frac{450 \times 360}{500}$ $\frac{m}{m}$	350 $m^3$ each
3 summer tank pumps	2 x $\frac{400 \times 250}{450}$ $\frac{m}{m}$	250 " "
2 stripper pumps	2 x $\frac{320 \times 320}{300}$ $\frac{m}{m}$	90 " "

Friedrich H. Pl. Meißner

PILLAR	
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Centre Stiffener	Plating
STRINGER	
Upper	
Stringer	
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Thick in 1"	
Thick in 1"	
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Second Stringer	
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FLAT PLATING	
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BOTTOM PLATING of Stakes	
BILGE PLATING Stakes	
SIDE PLATING Stakes	
UPPER DECK stake in	
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STRAKE BELT stake in	
STRAKE BELT stake in	
ROOF SIDE I	
BRIDGE SIDE	
FORECASTLE S	
Total No.	
MIDSHIP	
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COLLISION	
AFTER PI	
STEEL	

Dates of Survey while building	During progress of work in shops --	1928: Sept: 8 Oct: 10, 14, 18, 21 Nov: 15, 18 Dec: 2 1929: Jan: 13 May: 12, 13, 16, 24 June: 2, 7, 14, 15, 17, 21, 22
	During erection on board vessel ---	24, 29, 30 June: 4, 5, 10, 12, 16 1929: June: 4, 5, 12, 15, 17, 18, 21, 22, 31 Aug: 3, 7, 8, 11
Total No. of visits		37

Dates of Examination of principal parts—		Slides	Covers
Cylinders	1/6/38 - 1/8/38	21/9 - 1/12/38	4/10 - 2/11/38
Pistons	30/3/38 - 3/2/39	Piston Rods 30/5/38 - 3/2/39	Connecting rods 23/8/38 - 3/2/39
Crank shaft	23/7 - 1/12/38	Thrust shaft 1/9/12/38	Intermediate shafts 17/6/39
Tube shaft		Screw shaft 12/6/39	Propeller 14/6/39
Stern tube	13/5/39	Engine and boiler seatings 15/6/39	Engines holding down bolts 24/6/39
Completion of fitting sea connections	14/6/39	Boilers fixed 15/8/39	Engines tried under steam 3/8/39
Completion of pumping arrangements	31/7/39	Thickness of adjusting washers	see below
Main boiler safety valves adjusted	7/8/39	Crank shaft material	O.H. Steel Identification Mark 12064 N.S. 1/12/38
		Intermediate shafts, material	O.H. Steel Identification Mark 67/1.5.12.38
		Screw shaft, material	O.H. Steel Identification Mark 10003
		Steam Pipes, material	O.H. Steel Test pressure 48 lb/in <sup>2</sup> Date of Test 22/6/22/7/38
Is an installation fitted for burning oil fuel	yes	Is the flash point of the oil to be used over 150°F.	yes

Have the requirements of the Rules for the use of oil as fuel been complied with yes  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo  tanker If so, have the requirements of the Rules been complied with yes  
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 yes If so, state name of vessel "Grimona", Ham. Reg. No. 22443, 7/87  
General Remarks (State quality of workmanship, opinions as to class, &c. Please see also Steadfast Reg. No. 1218, 9/3/39.

This machinery is constructed under Special Survey in accordance with the approved plans and instructions thereto and in compliance with the Society's Rules. It is satisfactorily fitted on board and the outfit is ample. During the trials the machinery has given satisfaction under full working and manoeuvring conditions. In my opinion the machinery is eligible for notation in the Register Book of:-

+LMG-8, 39 and TS(LH) Fitted for oil fuel 3.39. F.P. above 150°F.

Thickness of adjusting washers:-	Forst.	aft.	superd.
Port Boiler	28.5 mm	28.4 mm	28.4 mm
St. "	21.6 mm	24.1 mm	24.3 mm
Cent. " (Torus)	29.9 mm	30.2 mm	28.1 mm

Please note: All approved plans returned herewith. Station Ppt. No. 1218 attached.

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SPARE GEAR

The amount of Entry Fee Balance	RM. 80.-	When applied for,	
Special ... do.	£ 1341.-	21. 8. 1939	
Donkey Boiler Fee ... £	:	When received,	
Travelling Expenses (if any) £	144.-	13. 9. 40	

in loan ARBN

Refunded - stated paid in Hamburg

Committee's Minute

TUE 29 AUG 1939

+ Lmc 8.39 SW-

Assigned

The Surveyors are requested not to write on or below

FD CL

10m,4,39. (MADE AND PRINTED IN ENGLAND)

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