

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAR 17 1939

Date of writing Report 9th March 1939. When handed in at Local Office

Port of **STETTIN**

No. in Survey held at **Berlin-Tegel**

Date, First Survey 30th March 38. Last Survey 14th Febr 1939

Req. Book. **DS** on the

(Number of Visits 32)

Tons { Gross Net

Built at **Hamburg** By whom built **Howaldtswerke A.G.**

Yard No. **444**

When built **1939**

Engines made at **Berlin-Tegel**

By whom made **Rheinmetall-Borsig A.G.**

Engine No. **8332**

When made **1939**

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule **424**

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted **yes**

Trade for which Vessel is intended

22 1/2 47 1/2 47 1/2

ENGINES, &c.—Description of Engines **Double compound, Lentz type No. 12** Revs. per minute **80**
 Dia. of Cylinders **2 x 560-1200 mm** Length of Stroke **1200 mm** No. of Cylinders **4** No. of Cranks **4**
 Crank shaft, dia. of journals as per Rule **366 mm** as fitted **380** Crank pin dia. **380 mm** Crank webs Mid. length breadth **675 mm** Thickness parallel to axis **230 mm**
 as fitted **380** Mid. length thickness **230** Thickness around eye-hole **148**
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule **366 mm** as fitted **380**
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner {
 as fitted }
 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. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. ✓ Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. ✓ Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps { No. and size How driven Pumps connected to the Main Bilge Line { No. and size How driven
 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 **530 sq.m (of 2 boilers)**
 Is Forced Draft fitted No. and Description of Boilers Working Pressure **15 kg.**
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 **25.4.36** Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval) **yes.**
 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

**1/2 Crank shaft, marked: LLOYD'S No. 1311. N.S. 19. 12. 38.
 2 piston rods, 1 set of LP. piston rings, 2/2 bottom end brasses,
 4/2 crosshead brasses, 1 set of coupling bolts.**

The foregoing is a correct description,

Manufacturer.

RHEINMETALL-BORSIG
 AKTIENGESELLSCHAFT/WERK BORSIG BERLIN-TEGEL



Lloyd's Register Foundation

