

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

DEC 12 1939

Date of writing Report 9-12-1939 When handed in at Local Office 9-12-1939

Port of Leith

Date, First Survey 16-11-39

Last Survey 2-12-1939

No. in Survey held at Leith

Reg. Book.

25626 on the S.S. "CROWN ARUN" ex "HANNAH BÖGE"

(Number of Visits)

Gross 2372

Net 1371

When built 1938

Built at Klostoch

By whom built Neptunwerft Klostoch G.M.B.H.

Yard No.

Engines made at Altona

By whom made Ottensener Mch. G.M.B.H.

Engine No.

when made

Boilers made at

By whom made Neptun G.M.B.H. Klostoch

Boiler No.

when made

Registered Horse Power

Owners Ministry of Shipping

Port belonging to London

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted YES

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Lentz Reciprocating & a Bauer-Wach Turbine.

Revs. per minute

Dia. of Cylinders 2(14 1/16) 2(3 1/2") Length of Stroke 31 1/2" No. of Cylinders 4

No. of Cranks 4

Crank shaft, dia. of journals as per Rule 10-118" Crank pin dia. 10-118"

Mid. length breadth shrunk Thickness parallel to axis

Intermediate Shafts, diameter as per Rule 10-158" as fitted

Thrust shaft, diameter at collars as per Rule 10-236" as fitted

Tube Shafts, diameter as per Rule as fitted

Screw Shaft, diameter as per Rule as fitted 13"

Is the shaft fitted with a continuous liner No.

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 YES If so, state type Not known Length of Bearing in Stern Bush next to and supporting propeller 4'-6 3/4"

Propeller, dia. Pitch No. of Blades 4 Material Bronze whether Moveable No. Total Developed Surface 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. 2 Diameter 3 1/2" Stroke 14-12 1/2" Can one be overhauled while the other is at work YES

Feed Pumps No. and size 2 Deutsche Wertheimer 7-087 & 5-315 & 13-78" Pumps connected to the Main Bilge Line No. and size Main engine, Ballast & Gen. Service Pumps

How driven Steam How driven Steam

Ballast Pumps, No. and size one, 6-693 & 8-661 & 20-669 Lubricating Oil Pumps, including Spare Pump, No. and size one for the Turbine

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room 1 Port, 1 Star in Boiler Room. 2 Star side of Engine Room. 2 Port side of Engine Room. 1 to tunnel well & 1 to forward end of tunnel.

In Holds, &c. Forward Hold. 1 Port, 1 Star. Aft Hold. 1 Port, 1 Star forward & 1 Port, 1 Star aft.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 at 5 1/4" O.D. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one at 4" O.D.

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 Both

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

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 How are they protected

What pipes pass through the deep tanks 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 YES Is it fitted with a watertight door YES worked from Top of Engine room

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2933

Is Forced Draft fitted YES No. and Description of Boilers 2 cylindrical, single ended Working Pressure 228 lbs/sq"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

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

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—Propeller, screw shaft & stern bush & as per rule requirement.

RETAIN

The foregoing is a correct description,

Manufacturer.



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During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft 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 228 lbs/0" Thickness of adjusting washers PORT BOILER: P=15" S=29" SUP=16" STARBOARD BOILER: P=28" S=29" SUP=16"
 Crank shaft material Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
 Is an installation fitted for burning oil fuel No. 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
 Is this machinery duplicate of a previous case If so, state name of vessel

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

The above information is forwarded for the consideration of the Committee.
 See Report 9.

Certificate to be sent to

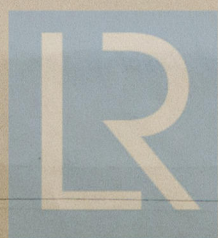
The Surveyors are requested not to write on or below the space for Committee's Minute.

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|--------------------------------|---|---|-------------------|
| The amount of Entry Fee ... £ | : | : | When applied for, |
| Special ... £ | : | : | 19... |
| Donkey Boiler Fee ... £ | : | : | When received, |
| Travelling Expenses (if any) £ | : | : | 19... |

Committee's Minute FRI. 29 DEC 1939

Assigned Lmb 12.39
 Spt. 22, 09.11.39

J. Campbell
 Engineer Surveyor to Lloyd's Register of Shipping.



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