

REPORT ON MACHINERY.

WED. FEB. 2 1921

Received at London Office

ting Report

10

When handed in at Local Office

1 - FEB 1921

Port of

NEWCASTLE ON TYNE

Survey held at Hebburn

Date, First Survey 5th Jan

Last Survey 21st Jan 1921

on the Twin Screw Steamer ADOPH WOERMANN

(Number of Visits)

Gross Tons

Net

Built at Hamburg

By whom built Reiherst- & Schiffbau

When built 1906

made at Hamburg

By whom made Reiherst- maschinenf

when made 1906

made at Hamburg

By whom made Reiherst- maschinenf

when made 1906 and 18/9/10

d Horse Power

Owners

Port belonging to

se Power as per Section 28

730

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

ES, &c.—Description of Engines Twin Screw Inverted Triple Expansion No. of Cylinders 3 No. of Cranks 3

Cylinders HP 21 5/8 MP 37 3/4 LP 60 5/16 Length of Stroke 42 1/16 Revs. per minute 13.4 Dia. of Screw shaft 13.5 Material of steel

Screw shaft fitted with a continuous liner the whole length of the stern tube two liners Is the after end of the liner made water tight yes

propeller boss See letter If the liner is in more than one length are the joints burned yes If the liner does not fit tightly at the part 27/1/21

the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive yes If two

is fitted, is the shaft lapped or protected between the liners yes Length of stern bush A 6'-0" F 3'-0"

unnel shaft 11.52 Dia. of Crank shaft journals 12.10 Dia. of Crank pin 12.15 Size of Crank webs 7 7/8 Dia. of thrust shaft under

2 5/16 Dia. of screw 15-4 Pitch of Screw 15-9 Average No. of Blades 4 State whether moreable yes Total surface 95 sq feet

bed pumps 2 Diameter of ditto 4 1/2 Stroke 19 1/2 Can one be overhauled while the other is at work yes

ilge pumps 2 Diameter of ditto 4 1/2 Stroke 19 1/2 Can one be overhauled while the other is at work yes

Donkey Engines 4 and Sizes of Pumps not examined No. and size of Suctions connected to both Bilge and Donkey pumps

Room not examined see Bremen Report In Holds, &c.

el sailed for Amsterdam, Holland, before Survey Completed, Survey on Amsterdam advised by letter

ge Injections 2 sizes 6" Connected to condenser, or to circulating pump yes Is a separate Donkey Suction fitted in Engine room & size yes Pulverometer

bilge suction pipes fitted with roses yes Are the roses in Engine room always accessible yes Are the sluices on Engine room bulkheads always accessible yes

connections with the sea direct on the skin of the ship yes Are they Valves or Cocks both

fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Discharge Pipes above or below the deep water line below

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

pes are carried through the bunkers yes How are they protected yes

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges yes

rew Shaft Tunnel watertight see ship report Is it fitted with a watertight door yes worked from 1st platform

RS, &c.—(Letter for record S) Manufacturers of Steel all 5 Report on Port Found Boilers appended

ating Surface of Boilers 11000 Is Forced Draft fitted yes No. and Description of Boilers 5 S.E. Cyl. multitubular

Pressure 200 lb Tested by hydraulic pressure to 220 lb Date of test 5.2.5 No. of Certificate 5.2.5

boiler be worked separately yes Area of fire grate in each boiler 52.5 sq ft No. and Description of Safety Valves to yes

or two direct spring Area of each valve 11.3 sq ft Pressure to which they are adjusted yes Are they fitted with easing gear yes

Distance between boilers or uptakes and bunkers or woodwork about 18" Mean dia. of boilers 14.5 Length 11-0 Material of shell plates steel

13/8 Range of tensile strength 28/32 Are the shell plates welded or flanged no Descrip. of riveting: cir. seams double lap

ns 5 B S Diameter of rivet holes in long. seams 1.3 Pitch of rivets 15"-14 3/4" Lap of plates or width of butt straps 25.2"

ages of strength of longitudinal joint 91.2% Working pressure of shell by rules 212 lb Size of manhole in shell 15 3/4 x 12"

mpensating ring 2-10" x 3'-0" No. and Description of Furnaces in each boiler 3 Morrison type Material steel Outside diameter 45.25

plain part top Thickness of plates 5/8 Description of longitudinal joint weld No. of strengthening rings yes

pressure of furnace by the rules 220 lb Combustion chamber plates: Material steel Thickness: Sides 7/8 Back 7/8 Top 7/8 Bottom 3/4

stays to ditto: Sides 7 1/2 x 7 1/8 Back 7 1/2 x 7 1/8 Top 7.5 If stays are fitted with nuts or riveted heads yes Working pressure by rules 225 lb

of stays steel Area at smallest part 13/8 dia Area supported by each stay 7.5 x 7.5 Working pressure by rules 230 lb End plates in steam space:

steel Thickness 1" Pitch of stays 5 x 4.5 How are stays secured 8 nuts Working pressure by rules 208 lb Material of stays steel

smallest part 2 3/4 dia Area supported by each stay 2 17.5 Working pressure by rules 282 lb Material of Front plates at bottom steel

1" Material of Lower back plate steel Thickness 15/16 Greatest pitch of stays 8.3 Working pressure of plate by rules 385 lb

of tubes 3" Pitch of tubes 4 1/4 Material of tube plates steel Thickness: Front 1 1/2 Back 1 1/2 Mean pitch of stays 8 1/2

cross wide water spaces 14 3/8 Working pressures by rules 202 lb Girders to Chamber tops: Material steel Depth and

of girder at centre 9 x 1 1/2 Length as per rule 33" Distance apart 7 1/2" Number and pitch of stays in each 39 7 1/2 pitch

pressure by rules 240 lb Steam dome: description of joint to shell none % of strength of joint

Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes

How stayed Working pressure of shell by rules Crown plates Thickness

HEATER. Type none Date of Approval of Plan Tested by Hydraulic Pressure to

Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler yes

of Safety Valve Pressure to which each is adjusted Is Easing Gear fitted yes

WS10-0112

IS A DONKEY BOILER FITTED? *None*

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— Two top end bolts and nuts, two bottom end bolts and nuts Spare Coupling bolts and nuts, Spare Crank shaft Spare bottom end bearing, main bearing bolts and nuts, Spare piston Rod. Spare Valve spindle, Spare fuel Valve. a quantity of spare parts for various auxiliary machinery, assorted iron bolts and nuts. a quantity of general engine room stores.

The foregoing is a correct description,

Manufacturer.

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

Is the approved plan of main boiler forwarded herewith *Yes* plans returned to Owners representative *donkey*

The machinery & Boilers generally opened out and examined. *January 1921*

Dates of Examination of principal parts—Cylinders *12.1.21* Slides *12.1.21* Covers *12.1.21* Pistons *12.1.21* Rods *12.1.21*

Connecting rods *12.1.21* Crank shaft *12.1.21* Thrust shaft *12.1.21* Tunnel shafts *12.1.21* Screw shaft *12.1.21* Propeller *5.1.21*

Stern tube *in place* Steam pipes tested *✓* Engine and boiler seatings *July 21* Engines holding down bolts *Jan 21*

Completion of pumping arrangements *done at Amsterdam* Boilers fixed *11. July 21* Engines tried under steam *11. July 21*

Completion of fitting sea connections *examined in place* Stern tube *examined in place* Screw shaft and propeller *12.1.21*

Main boiler safety valves adjusted *not adjusted* Thickness of adjusting washers *✓*

Material of Crank shaft *Steel* Identification Mark on Do. Material of Thrust shaft *Steel* Identification Mark on Do.

Material of Tunnel shafts *Steel* Identification Marks on Do. Material of Screw shafts *Steel* Identification Marks on Do.

Material of Steam Pipes *Iron* Test pressure

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 Section 49 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.)

& German Steamer, Turm Screw. Adolph Loeremans.

The Vessel placed in dry dock. The propellers, Tail shafts, outside fastenings, sea connections, Crank Thrust & Tunnel shafts, cylinders, pistons, Slide Valves. Main Condenser and pumps opened out examined overhauled general condition good. for further particulars of and requirements for completing of survey please see Newcastle report 74075 A Main Boilers and their mountings opened out and examined, general condition good. The boilers are fitted with forced draught.

In my opinion this vessel's machinery is now so far as seen in efficient order and is eligible for the notification L.M.C. (Regd.) 1-21. When the Survey has been satisfactorily completed as recommended in Newcastle report 74075 A. with records of Tail Shaft examined 1-21. Boiler Pressure 200 lb. 5. SE Cylindrical, multitubular main Boilers

F.D. 15 Corrugated Furnaces. G. 5262 sq. ft. (total). Total Heating Surface 11000 sq. ft.

The Tail shafts approved as per the Secretaries' London letter dated 31 January 1921

The amount of Entry Fee ... £
Special ... £ 20
Donkey Boiler Fee ... £
Travelling Expenses (if any) £
When applied for, to Mr. J. W. 2/8/1921
When received, 2.9.1921
Leonard Shallcross
Engineer Surveyor to Lloyd's Register of Ships

Committee's Minute

FRI AUG. 19 1921

Assigned

See minute on Bmn 505

FRI. 10 SEP. 1921

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