

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London 27 SEP 1930

Date of writing Report 19th Sept. 1930, When handed in at Local Office 25/9/1930 Port of Antwerp.

No. in Survey held at Hoboken, Belgium Date, First Survey 14th July Last Survey 17th Sept. 1930.

Reg. Book. on the S/S "SONJA."

Built at Antwerp. By whom built Antwerp Engineering Co. Ltd. Yard No. 114. When built 1930.

Engines made at Sunderland. By whom made N.E. Mar. Eng. Co. Ltd. Engine No. 2740. when made 1930.

Boilers made at do. By whom made do do. Boiler No. 2740. when made 1930.

Registered Horse Power Owners S.S. Co. "Janina" Port belonging to Estjerg.

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 General Cargo.

ENGINES, &c.—Description of Engines.

Dia. of Cylinders Length of Stroke No. of Cylinders Revs. per minute No. of Cranks

Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter as per Rule as fitted Thickness around eye-hole

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

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 piece 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

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 one 8" x 9" x 8" 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 2-3, 2-4, 2-3 in tunnel 1-6 bilge injections

In Holds, &c. No. 1 hold 2-3 1/4, No. 2 hold 3-3

Main Water Circulating Pump Direct Bilge Suctions, No. and size one 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2-4"

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 valves & 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 & below.

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 none. How are they protected

What pipes pass through the deep tanks none 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 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 Cylinder platform.

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers See Rpts attached

Is Forced Draft fitted No. and Description of Boilers Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

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:—

The foregoing is a correct description,

Manufacturer.



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002883-002890-0172

During progress of work in shops -- 1930 July 14, 25, Aug 1, 20, 27, 30, Sept 5, Aug 1, Sept 12, 16, 17.

Dates of Survey while building

During erection on board vessel --

Total No. of visits

Slides ✓

Cover ✓

Dates of Examination of principal parts—Cylinders

Pistons ✓

Piston Rods ✓

Connecting rods ✓

Crank shaft ✓

Thrust shaft ✓

Intermediate shafts ✓

Tube shaft ✓

Screw shaft ✓

Propeller 14.7.30.

Stern tube ✓

Engine and boiler seatings 14.7.30.

Engines holding down bolts 20.27.8.30.

Completion of fitting sea connections 14.7.30.

Completion of pumping arrangements 11.9.30.

Boilers fixed 5.9.30.

Engines tried under steam 12.9.30.

Main boiler safety valves adjusted 30.8.30.

Thickness of adjusting washers S. Boiler. F.V. = $\frac{3}{8}$ " A.V. = $\frac{3}{8}$ " Super V. = $\frac{3}{8}$ " P. do F.V. = $\frac{3}{8}$ " A.V. = $\frac{7}{16}$ " Superheater V = $\frac{3}{8}$ "

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 steel

Test pressure 540 lbs.

Date of Test 28.8.30.

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 No.

If so, have the requirements of the Rules been complied with ✓

Is this machinery duplicate of a previous case No.

If so, state name of vessel ✓

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

The workmanship & materials are good.

The machinery has been fitted on board under Special Survey, tried under steam in full working conditions and found satisfactory.

The machinery of this vessel is eligible in my opinion to have the notation of +L.M.C. 9.30. in the Society's Register Book.

NOTE: A report on the Electric Lighting arrangements will be forwarded in due course.

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 9.30

C-L

30/9/30

Certificate to be sent to

The amount of Entry Fee ... £ : : When applied for, 16/9/1930

1/5 for Antwerp Special Licence 2117.50 : : When received, 17/9/1930

Donkey Boiler Fee Tax. # 5. : : n.

Travelling Expenses (if any) £ : :

Committee's Minute

Assigned

FRI 3 OCT 1930

+ L.M.C. 9.30

C.L.

H. L. Pidditch.
Engineer Surveyor to Lloyd's Register of Shipping.



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