

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

7 MAY 1926

Date of writing Report 24th April 1926 When handed in at Local Office

19 Port of

HAMBURG

No. in Survey held at

HAMBURG

Date, First Survey

4th June 1925

Last Survey

15th July 1926

Reg. Book.

10260 on the

Steel Twin Sc. Ss. "NEPTUN"

(Number of Visits

70

Gross Tons

7250

Net Tons

3640

Built at

HAMBURG

By whom built

Blohm & Voess

Yard No.

472

When built

1926

Engines made at

HAMBURG

By whom made

Blohm & Voess

Engine No.

472

when made

1926

Boilers made at

HAMBURG

By whom made

Blohm & Voess

Boiler No.

1248

when made

1926

Registered Horse Power

Owners: NORDDEUTSCHER LLOYD

Port belonging to

NORDDEUTSCHER LLOYD

Nom. Horse Power as per Rule

603

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

yes

ENGINES, &c.—Description of Engines 2-3 cyl. triple expansion reciprocating engines.

Dia. of Cylinders

21 1/2, 3 1/4, 5 3/8

Length of Stroke

1000

Revs. per minute

75

No. of Cylinders

2+3

No. of Cranks

2+3

Dia. of Crank shaft journals

as per rule 298

as fitted 298

Dia. of Crank pin

3 1/2

Crank webs

Mid. length breadth

560

Mid. length thickness

190

shrunk

Thickness parallel to axis

190

Diameter of Thrust shaft under collars

as per rule 298

as fitted 298

Diameter of Tunnel shaft

as per rule 285

as fitted 285

Diameter of Screw shaft

as per rule 326

as fitted 326

Is the Screw shaft

fitted with a continuous liner the whole length of the stern tube

no

Is the after end of the liner made watertight in the propeller boss

yes

If the liner is in more than one length are the joints burned

If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive

If two liners are fitted, is the shaft lapped or protected between the liners

of it being efficiently lubricated

Length of Stern Bush

14 00

Diameter of Propeller

4200

Pitch of Propeller

5200

No. of Blades

4

State whether Moveable

yes

Total Surface

5.2

19 sq. feet

No. of Feed Pumps fitted to the Main Engines

none

Diameter of ditto

Stroke

Can one be overhauled while the other is at work

yes

No. of Bilge Pumps fitted to the Main Engines

2

Diameter of ditto

160

Stroke

500

Can one be overhauled while the other is at work

yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps

5 2 Air-250x180x525, 2 Jellat. 390x260x400, 2 Jellat. 390x260x400, 2 Jellat. 390x260x400, 2 Jellat. 390x260x400, 2 Jellat. 390x260x400.

No. and size of Pumps connected to the Main Bilge Line

3 2 Bilge Pumps driven by main engine - 1 Jellat pump 390x260x400, 1 Jellat pump 390x260x400, 1 Jellat pump 390x260x400.

No. and size of Ballast Pumps

1 390x260x400 in fore ship

No. and size of Lubricating Oil Pumps, including Spare Pump

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

No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room 7 of 100 in. diam. also independent suction in Holds, &c.

2 each of 100 in. diam. from bunker

No. and size of Main Water Circulating Pump Bilge Suctions

1 of 225 in. diam.

No. and size of Donkey Pump Direct Suctions

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 connections with the sea direct on the skin of the ship

yes

Are they Valves or Cocks

valves and Cocks

Are they sized 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

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

How are they protected

Jellat. line to Prot. ship

How are they protected

with casing

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 Screw Shaft Tunnel watertight

yes

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record

S)

Total Heating Surface of Boilers

765

19 sq. ft.

8235

2136

Is Forced Draft fitted

yes

No. and Description of Boilers

3 Single

Multitubular

Working Pressure

15 kg/cm²

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

yes

Main Boilers

yes

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

General Pumping Arrangements

yes

Oil fuel Drawing Piping Arrangements

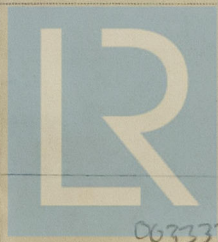
SPARE GEAR. State the articles supplied:—

All spare articles as required per Section 37 - page 103 of the Rules (1925-26) have been supplied with.

The foregoing is a correct description,

BLOHM & VOSS

Manufacturer.



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003333-003340-0249

4/6 - 18/6 - 24/6 - 27/6 - 6/7 - 13/7 - 21/7 - 18/8 - 27/8 - 29/8 - 7/9 - 10/9 - 15/9 - 21/9 - 24/9 - 26/9 - 3/10 - 8/10 - 15/10 - 21/10
 During progress of work in shops - -
 26/10 - 29/10 - 31/10 - 4/11 - 6/11 - 9/11 - 13/11 - 20/11 - 24/11 - 27/11 - 2/12 - 3/12 - 7/12 - 9/12 - 10/12 - 18/12 - 19/12 - 21/12 - 23/12 - 24/12 - 29/12 - 30/12/25 - 31/12/25 - 1/1/26
 16/1 - 18/1 - 20/1 - 26/1
 23/1 - 26/1 - 30/1 - 4/2 - 13/2 - 17/2 - 18/2 - 19/2 - 20/2 - 23/2 - 26/2 - 29/2 - 5/3 - 8/3 - 9/3 - 13/3 - 18/3 - 19/3 - 20/3 -
 During erection on board vessel - - -
 25/3 - 27/3 - 1/4 - 8/4 - 13/4 - 15/4/26.
 Total No. of visits 76.

Dates of Examination of principal parts - Cylinders 24/9 - 29/10 - 4/11 - 13/11 - 2/12 - 21/12/25. Slides 2/12 - 10/12 - 21/12/25.
 Covers 24/9 - 29/10 - 4/11 - 13/11 - 2/12 - 2/12/25. Pistons 18/12 - 21/12 - 24/12/25. Rods 21/9/25 -
 Connecting rods 1/10/25. Crank shaft 4/11/25. Thrust shaft 4/11/25.
 Tunnel shafts 19/12 - 23/12/25. Screw shaft 8/3 - 14/26. Propeller 21-26/1-20/2 - 1/4/26.
 Stern tube 20/1 - 1/4/26. Engine and boiler seatings 26/1/26. Engines holding down bolts 18/2/24
 Completion of pumping arrangements 13/4/26. Boilers fixed 19/3/26. Engines tried under steam 15/4/26.
 Completion of fitting sea connections 20/1/26. Stern tube 20/1/26. Screw shaft and propeller 20/1/26 - 1/4/26.
 Main boiler safety valves adjusted 15/4/26. Thickness of adjusting washers Stb. 45% Pt 33% Stb. 30.82 - Pt. 37.62 Stb. 32.5 - Pt. 34.5
 Material of Crank shaft Steel Identification Mark on Do. 6140.7B-14.7.25 - 295.7.2. 12.6.25
 Material of Thrust shaft Steel Identification Mark on Do. 1303/04 J.Q. 13.7.25
 Material of Tunnel shafts Steel Identification Marks on Do. 1305.7.Q-13.7.25-353.7.2-24.7.25
 Material of Screw shafts Steel Identification Marks on Do. 6142/43.7B-21.7.25-1306.7.Q-13.7.25
 Material of Steam Pipes Steel ✓ Test pressure 45 kgr ✓ Date of Test 6/1/26. ✓
 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 carrying and burning oil fuel 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. *Material & workmanship of these engines are of good quality and the outfit is ample. The materials used in the construction are made at works recognized by the Committee and sent by the Society's Surveyor in accordance with the requirements of the Rules. The machinery has been built under Special Survey in conformity with the approved plans, the Secretary's letters and otherwise in accordance with the Rules. I attended to a 6 hours trial trip, when the machinery has given full satisfaction under full working & manœuvring conditions. It is eligible in my opinion for notification - L.M.C. 4'26*)

It is submitted that this vessel is eligible for THE RECORD. + LMC 4'26. F.D.
 C.R.S. 4/5/26.

Certificate to be sent to *Hamberg Office.*
 The amount of Entry Fee ... £ 6. : 0 :
 Special ... £ 105. : 3. :
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ 8. : 7. :
 When applied for, 28th April 1926
 When received, 11.5.26
 Committee's Minute
 Assigned + LMC 4'26 F.D.
 Fri. 7 MAY 1926
 Friedrich Hill
 Engineer Surveyor to Lloyd's Register of Shipping.
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