

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

SEP - 5 1938

Date of writing Report 25.8.38 When handed in at Local Office 30.8.38 Port of Lusak  
 No. in Survey held at Lusak Date, First Survey 20.1.38 Last Survey 18.6.38  
 Reg. Book. 81558 on the s/s PLAVNIK (Number of Visits) three Tons {Gross 2711 Net 1649  
 Built at Hamburg By whom built Hoffm. (v. Ja. Sch.) A. G. Yard No. - When built 1922  
 Engines made at Hannover By whom made Hannoversche Masch. A. G. Engine No. - When made 1922  
 Boilers made at - By whom made - Boiler No. - When made -  
 Registered Horse Power - Owners Godarsko Okrajnsko Društvo Oceania Port belonging to Lusak  
 Nom. Horse Power as per Rule 318 Is Refrigerating Machinery fitted for cargo purposes  Is Electric Light fitted yes  
 Trade for which Vessel is intended 2276, 37, 60 - 393

SEE ALSO ROTTERDAM No. 25659 Triple expansion Revs. per minute

ENGINES, &c. - Description of Engines  
 Dia. of Cylinders 570 x 940 x 1524 Length of Stroke 1000 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 300 as fitted 300 Crank pin dia. 300 Crank webs Mid. length breadth 400 Thickness parallel to axis 190  
 Intermediate Shafts, diameter as per Rule 285 as fitted 280 Thrust shaft, diameter at collars as per Rule 300 as fitted 300

Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 12 5/8 Is the lube screw shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule 23/32 as fitted 23/32 Thickness between bushes as per Rule 23/32 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 junctions made by fusion through the whole thickness of the liner yes  
 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 yes  
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft yes

Propeller, dia. 4000 Pitch 4150 No. of Blades 4 Material C. Iron whether Moveable solid Total Developed Surface 8.32 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 96 Stroke 500 Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 96 Stroke 500 Can one be overhauled while the other is at work yes

Feed Pumps { No. and size N°2 - 180 x 120 x 300 How driven steam Pumps connected to the Main Bilge Line { No. and size N°2 - 25 x 200 x 230 How driven steam  
 Ballast Pumps, No. and size N°1 - 180 x 220 x 350 Lubricating Oil Pumps, including Spare Pump, No. and size 160 steam

Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; - In Engine and Boiler Room 7 a 2 3/4 in dry tank one a 2 3/4  
 In Pump Room two a 2 3/4 N°3: two a 2 3/4 N°4: two a 2 3/4 In Holds, &c. N°1: two a 2 3/4 N°2: two a 2 3/4 Gunther (ex Oil fuel tank)

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 N°2, one a 2 3/4, one a 2 1/2 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bores 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 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  
 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 forward bilge suction How are they protected wood casing  
 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 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 bridge deck

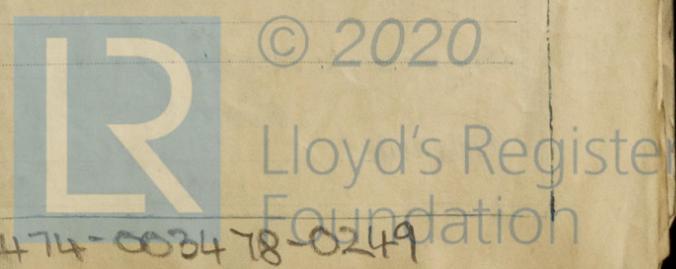
MAIN BOILERS, &c. - (Letter for record S) Total Heating Surface of Boilers 4681 sq. ft.  
 Is Forced Draft fitted yes No. and Description of Boilers 2 SB Working Pressure 180 lb  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? See April Report N 553 185-20.

IS A DONKEY BOILER FITTED? no 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 yes Main Boilers yes Auxiliary Boilers - Donkey Boilers -  
 Superheaters - General Pumping Arrangements yes 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 crank, 1 piston rod, 1 slide valve rod, 1 eccentric sample, 1 air & 1 circulating pump rod, 1 crankshaft, 1 intermediate shaft

The foregoing is a correct description,

Manufacturer.



003474-003478-0249

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

*Please see Correspondence & Reports*

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	Thickness of adjusting washers	
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 <i>Steel</i> Test pressure <i>550 lbs</i> Date of Test <i>18.6.38</i>
Is an installation fitted for burning oil fuel	<input checked="" type="checkbox"/>	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
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 examination of the machinery has been completed in accordance with the Secretary's letter of the 11<sup>th</sup> May 1938.  
Please see Report of herewith attached*

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

The amount of Entry Fee *Imers 1100* : When applied for,  
*1444* : *30.8.39*  
 Special ... £  
 Donkey Boiler Fee ... £  
 Travelling Expenses (if any) £ *2.00* : When received, *16/9 1938*  
 Committee's Minute *mds 5.37*  
 Assigned *Lomb. 13.10.38*  
*S(Cl.) 5.37*  
*22/1*

FRI. 30 DEC 1938

*Francis ...*  
 Engineer Surveyor to Lloyd's Register of Shipping.



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