

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 OCT 1930

Date of writing Report 16th Oct 1930 When handed in at Local Office 16th Oct 1930 Port of Danzig  
 No. in Survey held at Danzig Date, First Survey 1st March Last Survey 1st October 1930  
 Reg. Book. 92953 on the Steel S. "Westvanger" (Number of Visits 31)  
 Built at Danzig By whom built The International S.B. & E. Co. Ltd Yard No. 63 Tons { Gross 2420  
 Engines made at Danzig By whom made The Int. S.B. & E. Co. Ltd Engine No. 429 When built 1930  
 Boilers made at Danzig By whom made The Int. S.B. & E. Co. Ltd Boiler No. 644/5 When made 1930  
 Registered Horse Power Owners Skibs A/S. Karabien Port belonging to Oslo  
 Nom. Horse Power as per Rule 229 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended General 16 9/16" - 35 7/16" x 35 7/16"

ENGINES, &c.—Description of Engines Lentz type Revs. per minute 95  
 Dia. of Cylinders 2 x 420/900 mm Length of Stroke 900 mm No. of Cylinders 4 No. of Cranks 4  
 Crank shaft, dia. of journals as per Rule 267 Crank pin dia. 293 mm Crank webs Mid. length breadth 570 mm Thickness parallel to axis 183 mm  
 Intermediate Shafts, diameter as per Rule 254 mm Thrust shaft, diameter at collars as per Rule 267 mm Thickness around eye-hole 136 "  
 Tube Shafts, diameter as fitted 257 Screw Shaft, diameter as fitted 306 Is the tube shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 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 —  
 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 Endervall gland Length of Bearing in Stern Bush next to and supporting propeller 1200 mm  
 Propeller, dia. 4200 mm Pitch 3500 mm No. of Blades 4 Material Brass whether Moveable no Total Developed Surface 4.8 sq. m.  
 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. 2 Diameter 85 mm Stroke 300 mm Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2 of 9 1/2" x 7" x 2 1/2" Pumps connected to the { No. and size 2 of 85 x 300 mm, 1 of 2 x 170 x 390 x 350 mm  
 How driven Steam (Heiz) Main Bilge Line { How driven connected Steam  
 Ballast Pumps, No. and size 1, 2 x 170 x 190 x 350 mm 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 8 of 60 mm, tunnel 1 of 60 mm, copperdams 2 of 60 mm  
 In Pump Room — In Holds, &c. Forehold 4 of 60 mm, Afterhold 4 of 60 mm

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 185 mm Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 100 mm  
 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 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 none How are they protected —  
 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 Engine room

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 314 sqm. = 3380 sq. ft.  
 Is Forced Draft fitted yes No. and Description of Boilers 2 multiburner S. 2nd Working Pressure 145 kg (206 lbs)  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 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 { 23.1.30 Main Boilers 1.2.30 Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval) Superheaters — General Pumping Arrangements 27.3.30 Oil fuel Burning Piping Arrangements 27.3.30

## SPARE GEAR.

Has the spare gear required by the Rules been supplied yes  
 State the principal additional spare gear supplied Propeller shaft, propeller, after bearing of stern bush

The foregoing is a correct description,

THE INTERNATIONAL  
SHIPBUILDING AND ENGINEERING CO. LTD.

Manufacturer.



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Lloyd's Register  
Foundation

008904-008916-0199

1930 Mar. 7 April 3, 5, May 6 June 2, 2, 18, 23, 25, 26 July 5, 12, 14, 16, 19  
During progress of work in shops - -  
Dates of Survey while building 1930 July 24, 29, August 11, 13, 20, 21, 28 Sept. 2, 4, 13, 18, 25, 30 Oct. 2, 4, 7  
During erection on board vessel - - -  
Total No. of visits 31  
Dates of Examination of principal parts—Cylinders 5.4.30, 6.5.30, 25.6.30, 25.9.30 <sup>valves</sup> Slides 18.6.30 - 30.9.30 Covers 2.6.30 - 30.9.30  
Pistons 18.6.30 - 25.9.30 Piston Rods 5.7.30 - 30.9.30 Connecting rods 5.7.30 - 25.9.30  
Crank shaft 7.3.30 - 30.9.30 Thrust shaft 2.6.30 Intermediate shafts 2.6.30 - 30.9.30  
Tube shaft - Screw shaft 2.6.30 Propeller 14.7.30  
Stern tube 23.6.30 Engine and boiler seatings 11.8.30 Engines holding down bolts 11.8.30  
Completion of fitting sea connections 16.7.30 Boilers fixed 24.7.30 Engines tried under steam 30.9.30  
Completion of pumping arrangements 25.9.30 Thickness of adjusting washers PORT BOILER: STB. 27.5mm PT. 26.5mm STARB. BOILER: STB. 28mm PT. 23mm  
Main boiler safety valves adjusted 2.10.30 Identification Mark 543-544 Thrust shaft material steel Identification Mark H.Y. 25.4.30  
Crank shaft material steel Identification Mark J.C.D. 7.3.30 Tube shaft, material - Identification Mark -  
Intermediate shafts, material steel Identification Marks 3209 3190, 3192-4 3191 H.Y. 25.4.30  
Screw shaft, material steel Identification Mark H.Y. 25.4.30 Steam Pipes, material steel Test pressure 45 Kgs Date of Test 29.7.30 - 4.9.30  
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes  
Have the requirements of the Rules for the use of oil as fuel been complied with yes  
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 -  
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 yes (with slight alterations) If so, state name of vessel "Nordvangeren", "Sörvangeren"

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

This machinery has been built under Special Survey in accordance with the requirements of the Rules, the Secretary's letters and the approved plans. Material and workmanship are of good quality. Main Engines and all auxiliaries have been tried under working and manoeuvring conditions and gave entire satisfaction. It is submitted that this machinery is eligible in our opinion to be classed + LMC - 10, 30, fitted for oil fuel, F.P. over 150°F - in the Society's Register Book.

It is submitted that this vessel is eligible for THE RECORD. + LMC 10.30 O.G. F.D.

Fitted for oil fuel (10.30) F.P. above 150°F. C. 4cy. (2) 16 3/16 (2) 35 7/16 - 35 7/16 NHP 239

J. 21/10/30.

NOTE: The amounts entered below to be apportioned as follows: To the credit of Stellen: £4.0.0 (First Entry Fee), £37.5.0 (Part Sp. Survey Fee), £27.10.0 (Expenses). To the credit of Danzig: £20.0.0 (Part Sp. Survey Fee).

The amount of Entry Fee	£ 4 : 0 :	When applied for,
Special	£ 57 : 5 :	16.10 19.30
Donkey Boiler Fee	£ :	When received,
Travelling Expenses (if any)	£ 27 : 10 :	3.11.30

Engineer Surveyor to Lloyd's Register of Shipping.

James C. Dykes  
Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI. 24 OCT 1930

Assigned

+ L.M.C. 10.30 O.G. F.D.  
Fitted for oil fuel (10.30) F.P. above 150°F.

CERTIFICATE WRITTEN.