

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-3 FEB 1932

Date of writing Report 23/ 32 When handed in at Local Office 19

Port of *Lopen Lagen*No. in Survey held at *Nakskov*
Reg. Book.

Date, First Survey 6/8 1931 Last Survey 20/1 1932

42237 on the *St. S. S. "SLASK"*

(Number of Vials 22)

Built at *Nakskov* By whom built *Nakskov Skibsværft*Yard No. *S/*

Gross 1385.67

Net 734.24

When built 1931-2

Engines made at *Berlin - Teget*By whom made *A. Borsig, G. M. B. H.*Engine No. *8067*

when made 1931

Boilers made at *L.*By whom made *L.*Boilers No. *27784-5* when made 1931Registered Horse Power *1300 HP*Owners *Legtiga Polska*Port belonging to *Gdynia*Com. Horse Power as per Rule *2/8*Is Refrigerating Machinery fitted for cargo purposes *No*Is Electric Light fitted *Yes*Made for which Vessel is intended *Gen. Cargo and Passengers between Gdynia and Helsingfors.*

GINES, &c.—Description of Engines

*2 bl. compound, Lenz type.*Revs. per minute *100-110*No. of Cylinders *2 HP 420, 2 LP 700*Length of Stroke *900*No. of Cylinders *4*No. of Cranks *4*

Crank shaft, dia. of journals

as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

Mid. length thickness

Thrust shaft, diameter at collars

as per Rule

as fitted

Is the tube

Is the screw

shaft fitted with a continuous liner

Is the after end of the liner made watertight in the

propeller boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

in one length

Is the space charged with a plastic material insoluble in water and non-corrosive

Yes

Intermediate Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

Is the screw

shaft fitted with a continuous liner

Is the after end of the liner made watertight in the

propeller boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

in one length

Is the space charged with a plastic material insoluble in water and non-corrosive

Yes

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

Yes

Main Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

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Propeller, dia. *12'-2"*Pitch *11'-9"*No. of Blades *4*Material *nickel steel*whether Movable *No*Total Developed Surface *49.4*

sq. feet

Can one be overhauled while the other is at work

Yes

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Main Pumps worked from the Main Engines, No. *2*Diameter *100*Stroke *400*

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Main Pumps, No. and size *1 OFF 7" x 5" x 12" simplex*How driven *by steam*

Pumps connected to the

Main Bilge Line

No. and size *1 OFF 7" x 7" x 8" diaph.*How driven *by steam*

by main eng.

by steam

by main eng.

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"SLASK" OF Gdynia.

The Auxiliary Machinery comprises:

Two feed pumps, T. P. Hall & Sons Ltd., 7.5" x 12" simple
 feed injectors, 1 1/2".
 Collosh pump, Thos. Lamont & Co. Ltd., 7.7" x 8" duplex, 50 t/l.
 general service pump, do, 5.5" x 6" duplex, 25 t/l.
 fresh water pump, do, 3 1/4" x 2 1/4" duplex, 3 t/l.
 air ejecting plant, consisting of 3 air ejectors and an intermediate
 condenser.
 feed water filter (gray titanium)
 feed water preheater.
 auxiliary condenser.
 centrifugal circulating water pump, 320 t/l.
 fan for forced draught.
 engine timing gear.
 ash hoist, system complete.
 10 kwts. compound wound dynamo, works by a 1-hp. steam engine,
 about 110 volts & 71 amp. & 550 Rev./min., for electric light and workshop motor.
 steam steering gear, Brown Bros. & Co. Ltd., with telemotor from the bridge.
 steam windlass, 6" x 10", D. forward position.
 3 to cargo winches. — " —
 capstan, Schäffer & Co.

C. L. Clibiff.

SURVEYOR TO LLOYD'S
REGISTER OF SHIPPING

THE ABOVE IS A CORRECT DESCRIPTION.

AKTIESELSKABET
NAKSKOV SKIBSVERFT

A. P. H. H.

Christiansen.

Dates of Survey while building
 During progress of work in shops -- 6/22/10, 25/9, 2/11, 17/11, 24/11, 8/12 1931.
 During erection on board vessel -- 17/11, 24/11, 28/11, 30/11, 8/12, 18/12, 19/12, 28/12, 1931, 8/1, 9/1, 15/1, 16/1, 18/1, 19/1, 20/1, 1932.
 Total No. of visits 22.

Dates of Examination of principal parts	Cylinders	Slides	Covers
Pistons	✓	✓	✓
Piston Rods	✓	✓	✓
Connecting rods	✓	✓	✓
Thrust shaft	✓	✓	✓
Intermediate shafts	✓	✓	✓
Propeller	✓	✓	✓
Screw shaft	✓	✓	✓
Engines holding down bolts	✓	✓	✓
Engine and boiler seatings	✓	✓	✓
Completion of fitting sea connections	✓	✓	✓
Completion of pumping arrangements	✓	✓	✓
Main boiler safety valves adjusted	✓	✓	✓
Identification Mark	✓	✓	✓
Thrust shaft material	✓	✓	✓
Identification Mark	✓	✓	✓
Tube shaft, material	✓	✓	✓
Identification Mark	✓	✓	✓
Steam Pipes, material	✓	✓	✓
Test pressure	✓	✓	✓
Date of Test	✓	✓	✓
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.)

This machinery has been fitted in accordance with the Society's Rules, the approved plans and the requirements contained in the Surveyor's letter E dated 1/3/32. The dimensions are as specified and the material used has been tested and examined as required by the Rules.

The workmanship is of good description throughout. On completion of the installation the whole of the machinery was tested under full power working conditions and found satisfactory and on a final trial trip the maneuvering of the main engine was tested and found good.

Recommend the vessel's machinery to have notation of +LMC-1

C.L.

The amount of Entry Fee ... 4/198.38
 1/5 Special ... 30.00
 Donkey Boiler Fee ... 440.00
 Travelling Expenses (if any) ...

When applied for, 1.2.1932.

When received, 29.2.1932.

Committee's Minute TUE. 9 FEB 1932

Assigned

+ L.M.C. 1.32

F.D.
C.L.

When applied for, 1.2.1932.
 When received, 29.2.1932.
 Certificate written
 in 1/2 day
 in 1/2 day

A. P. H. H. Clibiff.
 Engineer Surveyors to Lloyd's Register of Shipping



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Lloyd's Register

Foundation

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