

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

of writing Report *3rd Dec. 1931* When handed in at Local Office

Received at London Office

19 Port of **STETTIN**

in Survey held at *Berlin - Tegel*
Book.

Date, First Survey *21st August* Last Survey *2nd December 1931*
(Number of Visits *18*)

at *Nakskov* By whom built *Messrs. A/S. Nakskov Skibsvarf* Yard No. *51* Tons { Gross
ines made at *Berlin - Tegel* By whom made *A. Borsig G.m.b.H.* Engine No. *8067* When built *1932*
ers made at " " By whom made " " Boiler Nos. *24784-5* When made *1931*
istered Horse Power Owners *Zegluga Polska* Port belonging to
Horse Power as per Rule *218* Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
le for which Vessel is intended *169/16* *35-7/16* *35-7/16*

INES, &c.—Description of Engines *Double compound (Lentz type)* Revs. per minute *100-110*
of Cylinders *2 x 420/900 mm* Length of Stroke *900 mm* No. of Cylinders *4* No. of Cranks *4*
k shaft, dia. of journals as per Rule *264 mm* as fitted *285* Crank pin dia. *285 mm* Crank webs Mid. length breadth *560 mm* Thickness parallel to axis *168 mm*
as fitted *285* Mid. length thickness *168* Thickness around eye-hole *135*
mediate Shafts, diameter as per Rule *271 app* Thrust shaft, diameter at collars as per Rule *264 mm* as fitted *285*

Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted *315 app* Is the { tube } shaft fitted with a continuous liner {
ze 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
ller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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
o 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
If so, state type Length of Bearing in Stern Bush next to and supporting propeller

eller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

Pumps worked from the Main Engines, No. *none* Diameter — Stroke — Can one be overhauled while the other is at work —

Pumps worked from the Main Engines, No. *2* Diameter *100 mm* Stroke *400 mm* Can one be overhauled while the other is at work *yes*

No. and size
How driven
Pumps connected to the Main Bilge Line { No. and size
How driven

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

o independent means arranged for circulating water through the Oil Cooler

Pumps;—In Engine and Boiler Room Suctions, connected to both Main Bilge Pumps and Auxiliary

np Room In Holds, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size

d size Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes.

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.

Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

y fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line.

y each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

Pipes pass through the bunkers How are they protected

ipes pass through the deep tanks Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

rrangement 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

tment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

N BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *290 sqm = 3122 sq ft*

reed Draft fitted *yes* No. and Description of Boilers *2 cylindrical S.E.* Working Pressure *14.5 kgs = 206 lb*

1 REPORT ON MAIN BOILERS NOW FORWARDED? *yes* *2SB*

1 DONKEY BOILER FITTED? —

If so, is a report now forwarded? —

lonkey boiler intended to be used for domestic purposes only

NS. Are approved plans forwarded herewith for Shafting *21.7.31* Main Boilers *21.9.31* Auxiliary Boilers — Donkey Boilers —

(If not state date of approval) General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR.

spare gear required by the Rules been supplied *yes*

e principal additional spare gear supplied

A. BORSIG
G. m. b. H.

The foregoing is a correct description,

PPA *W. Borsig*
Manufacturer.



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Lloyd's Register
Foundation

009232 - 009234 - 0024

Dates of Survey while building
During progress of work in shops - - 21st, 26th August, 2nd, 4th, 14th, 17th, 21st, 25th September, 2nd, 9th, 14th, 23rd, 28th October, 4th, 13th, 27th November, 2nd December 1931.
During erection on board vessel - - -
Total No. of visits 18.

Dates of Examination of principal parts—Cylinders 14.9. - 2.12.31. ^{valves} Slides 21.9. - 27.11.31. Covers 2.9.31 - 27.11.31.
Pistons 2.9. - 2.12.31. Piston Rods 26.8. - 2.12.31. Connecting rods 2.9. - 2.12.31.
Crank shaft 21.8. - 14.10.31. Thrust shaft 21.8. - 14.10.31. 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 Nos. 1074-78
Crank shaft material L.M. Steel Identification Mark N.S. 14.10.31. Thrust shaft material L.M. Steel Identification Mark N.S. 14.10.31.
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel 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.)
These Engines have been built under Special Survey in accordance with the approved plans, the Secretary's letters and the requirements of the Rules. Material and workmanship are of good quality.
The H.P. cylinders have been tested by water pressure to 21 kgs/cm, the L.A.M.s cylinders to 6 kgs, the main stop valve with branch pipes to 45 kgs and condenser to 2 kgs. All of these parts were found tight and sound.
The Engines are eligible in my opinion for the record of, + L.M.C. with down satisfactorily fitted on board with all auxiliaries and connections and tried under working conditions.

Certificates 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 ... £ 4 : 0 :
Special ... £ 43 : 12 :
Donkey Boiler Fee ... £ - : - :
Travelling Expenses (if any) £ 25 : 13 :
When applied for, 8th Dec. 1931.
When received, Krs 1333.15
paid at Apr 29.1932 L1

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 9 FEB. 1932
Assigned See J.E. Rpt.