

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25-4-38

Date of writing Report 1942 April 19 38 When handed in at Local Office 19 Port of **STETTIN**

No. in Survey held at **Berlin - Tegel** Date, First Survey 10th June 1937 Last Survey 2nd April 1938
Reg. Book. on the **SS Reimbek** (Number of Visits 36)

Built at **Lübeck** By whom built **Lübecker Maschinenbau Ges.** Yard No. **367** Tons { Gross Net }
When built **1938**

Engines made at **Berlin - Tegel** By whom made **Rheinmetall-Borsig Ag.** Engine No. **8289** When made **1938**

Boilers made at _____ By whom made _____ Boiler No. _____ When made _____

Registered Horse Power _____ Owners _____ Port belonging to _____

Nom. Horse Power as per Rule **356** Is Refrigerating Machinery fitted for cargo purposes _____ Is Electric Light fitted _____

Trade for which Vessel is intended _____

ENGINES, &c.—Description of Engines **Double compound, Lentz type No. 11** Revs. per minute **80**

Dia. of Cylinders **2 x 510 x 1100 mm** Length of Stroke **1100 mm** No. of Cylinders **4** No. of Cranks **4**

Crank shaft, dia. of journals as per Rule **322** Crank pin dia. **350 mm** Crank webs Mid. length breadth **680 mm** Thickness parallel to axis **210 mm**
as fitted **350** Mid. length thickness **310** shrunk Thickness around eye-hole **162**

Intermediate Shafts, diameter as per Rule **312 mm** Thrust shaft, diameter at collars as per Rule **322 mm**
as fitted _____ as fitted **340**

Tube Shafts, diameter as per Rule _____ Screw Shaft, diameter as per Rule **366 + 350 mm** Is the { tube } shaft fitted with a continuous liner { screw } _____
as fitted _____ as fitted _____

Bronze Liners, thickness in way of bushes as per Rule _____ Thickness between bushes as per Rule **19.25 mm** Is the after end of the liner made watertight in the propeller boss _____
as fitted **20.5** as fitted _____ 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 _____

Propeller, dia. **4500** Pitch **5340** No. of Blades **4** Material **bronze** whether Moveable _____ Length of Bearing in Stern Bush next to and supporting propeller **1466 mm**
Total Developed Surface **7.75** sq. feet

Feed Pumps worked from the Main Engines, **None** Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____

Bilge Pumps worked from the Main Engines, No. **2** Diameter **100 mm** Stroke **600 mm** Can one be overhauled while the other is at work **yes**

Feed Pumps { No. and size **3, 220 x 160** **450** **100 mm** **injection 10.1 mm** Pumps connected to the { No. and size **260 x 210** **220 x 160** **33.5 inch** **1 actual lens 20 mm** }
{ How driven **steam** **steam** **Main Bilge Line** { How driven **420 mm** **steam** **10 mm** **main** **elct.** }

Ballast Pumps, No. and size **1, 120 mm** **260 x 310** **800** 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 **ER: 6 x 80 g** **Well: 2 x 80 g** **ballast pump & main only** **Boiler space: 2 x 65 g**
In Pump Room _____ In Holds, &c. **4 x 80 g** **2 x 4 x 80 g**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1 x 175 g** **Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size** **1 x 150 g**

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 _____ Are they fitted with Valves or 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 **at**

Are they 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 **yes**

What Pipes pass through the bunkers _____ How are they protected _____

What pipes pass through the deep tanks _____ Have they been tested as per Rule **yes**

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

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 _____ Is the Shaft Tunnel watertight _____ Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record _____) Total Heating Surface of Boilers **458 sqm.**

Is Forced Draft fitted **yes** No. and Description of Boilers **2** Working Pressure **15 kg.**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? _____

IS A DONKEY BOILER FITTED? _____ 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 _____ Auxiliary Boilers _____ Donkey Boilers _____
(If not state date of approval)

Superheaters _____ General Pumping Arrangements _____ Oil fuel Burning Piping Arrangements _____

SPARE GEAR.

Has the spare gear required by the Rules been supplied _____

State the principal additional spare gear supplied _____

The foregoing is a correct description,

RHEINMETALL-BORSIG
AKTIENGESELLSCHAFT/WERK BORSIG AG - TEGEL

[Signature]
Manufacturer.

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Foundation

NOTE: The words which do not apply should be deleted.

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1934: June: 10, 29, July: 9, 17, 23, Aug: 2, 4, 11, 16, 20, 25, Sept: 2, 9, 17, 29, Oct: 5, 11, 16, 26,
 During progress of work in shops - - -
 Nov: 2, 11, Dec: 1, 8, 13, 20, 1938: Jan: 4, 20, 31, Feb: 7, 22, March: 4, 10, 22, 30, April: 2nd
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 36

Dates of Examination of principal parts—Cylinders 20.8.34 - 4.3.38 Valves 5.10.34 - 22.3.38 Covers 2.10. - 8.12.34
 Pistons 12.4.34 - 22.3.38 Piston Rods 25.6.34 - 2.4.38 Connecting rods 11.8.34 - 22.3.38
 Crank shaft 9.7.34 - 2.4.38 Thrust shaft 20.8.34 - 22.3.38 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 No. 1216
 Crank shaft material S.M. Steel Identification Mark N.S. 4.1.38 Thrust shaft material S.H. steel Identification Mark N.S. 4.1.38
 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 Yes, Spine propeller
 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.)
 This Engine has been built under Special Survey in accordance with the Society's Rules and the approved plans of crank- and thrust shaft.
 All steel material used in the construction has satisfactorily been tested, the workmanship thereon is efficient.
 The H.P. cylinders are tested to 20 kg, the L.P. cylinders to 9 kg, main stop valve with distribution piece to 45 kg and the condenser to 2 kg water pressure.
 All of these parts found tight and sound at that pressures.
 The Engine is eligible in my opinion for part of the record of "L.M.C." when satisfactorily fitted on board and tried under working conditions.

The amount of Entry Fee **RM 40.-** : When applied for,
 Special ... **62.8.-** : 14.4 1938
 Donkey Boiler Fee ... **2.-** :
 Travelling Expenses (if any) **312.-** : 18.7 1938

A. Rolfe
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 29 JUL 1938**
 Assigned *See Ham J.E. 22870A*



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