

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report *13th January 1930* When handed in at Local Office *19* Port of *Copenhagen*
 No. in Survey held at *Elsinore* Date, First Survey *11th September 1929* Last Survey *9th January 1930*
 Reg. Book. (Number of Visits) *15*
 on the
 Built at *Stockholm* By whom built *Finnboda Værktøjsfabrik* Yard No. *312* Tons *Gross* ☒
Net ☒
 Engines made at *Elsinore* By whom made *Helsingørsk Maskinbyggeri* Engine No. *272* when made *1930-1*
 Boilers made at *Elsinore* By whom made *Helsingørsk Maskinbyggeri* Boiler No. *771* when made *1930-1*
 Registered Horse Power *775 I.H.P.* Owners *Stockholms Rederiaktieselskab "Svea"* Port belonging to *Stockholm*
 Nom. Horse Power as per Rule *152 1/50* Is Refrigerating Machinery fitted for cargo purposes ☒ Is Electric Light fitted ☒

ENGINES, &c.—Description of Engines *Triple Expansion with surface condensing*
 Dia. of Cylinders *16 1/2" x 27" x 44"* Length of Stroke *30"* Revs. per minute *115* No. of Cylinders *3* No. of Cranks *3*
 Dia. of Crank shaft journals *as per rule 8 83"* Dia. of Crank pin *9"* Crank webs *Mid. length breadth 33"* Thickness parallel to axis *5 3/4"*
as fitted 9" *Mid. length thickness 5 3/4"* shrunk Thickness around eye-hole *4 1/4"*
 Diameter of Thrust shaft under collars *as per rule 8 83"* Diameter of Tunnel shaft *as per rule 8 4"* Diameter of Screw shaft *as per rule* Is the Screw shaft
as fitted 9 1/8" *as fitted*
 fitted with a continuous liner the whole length of the stern tube ☒ Is the after end of the liner made watertight in the propeller boss ☒
 If the liner is in more than one length are the joints burned ☒ If the liner does not fit tightly at the part
 between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated ☒ Length of Stern Bush ☒ Diameter of Propeller ☒
 Pitch of Propeller ☒ No. of Blades ☒ State whether Moveable ☒ Total Surface ☒ square feet.
 No. of Feed Pumps fitted to the Main Engines *2* Diameter of ditto *3 1/2"* Stroke *7 1/2"* Can one be overhauled while the other is at work *yes*
 No. of Bilge Pumps fitted to the Main Engines *2* Diameter of ditto *3 1/4"* Stroke *7 1/2"* Can one be overhauled while the other is at work *yes*
 Total number and size of power driven Feed and Bilge Auxiliary Pumps ☒
 No. and size of Pumps connected to the Main Bilge Line ☒
 No. and size of Ballast Pumps ☒ No. and size of Lubricating Oil Pumps, including Spare Pump ☒
 Are two independent means arranged for circulating water through the Oil Cooler ☒ No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room ☒ and in Holds, &c. ☒

No. and size of Main Water Circulating Pump Bilge Suctions ☒ No. and size of Donkey Pump Direct Suctions ☒
 to the Engine Room Bilges ☒ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ☒
 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 ☒
 Are all connections with the sea direct on the skin of the ship ☒ Are they Valves or Cocks ☒
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates ☒ Are the Discharge Pipes above or below the deep water line ☒
 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 ☒
 What Pipes are carried through the bunkers ☒ How are they protected ☒
 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 Screw Shaft Tunnel watertight ☒ Is it fitted with a watertight door ☒ worked from *2692*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *2736.88 sq ft* *2692*
 Is Forced Draft fitted *40* No. and Description of Boilers *2 off single ended return multibore* Working Pressure *200 lbs per sq in*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*
 IS A DONKEY BOILER FITTED? *No* If so, is a report now forwarded? ☒
 PLANS. Are approved plans forwarded herewith for Shafting *yes* Main Boilers *yes* Auxiliary Boilers ☒ Donkey Boilers ☒
 (If not state date of approval)
 General Pumping Arrangements ☒ Oil fuel Burning Piping Arrangements ☒

SPARE GEAR. State the articles supplied:—*1 set of connecting rod top end bolts and nuts, 2 connecting rod bottom end bolts and nuts, 2 main bearing bolts, 1 set of coupling bolts, 1 set of feed pump valves, 1 set of bilge pump valves, 1 set of HP, 1 set of LP, 1 set of LP piston rings, 1 pair of connecting rod bottom end braces, 1 set of crosshead braces, 1 eccentric strap complete, 1 air pump rod, 1 slide valve spindle, 1 set of packing rings for HP slide valve and 1 set for LP slide valve (rough turned) 2 main feed check valves, 2 auxiliary feed check valves, 12 cylinder cover and valve chest studs and nuts, 12 junketing bolts, 1 crosshead screw, 1 set of air pump valves, 12 plain boiler tubes, 4 stay tubes, 25 condenser tubes, 50 screw ferrules, 2 springs for the safety valves of the boiler, 1 set of fire bars, 6 burner gauge glasses.*

The foregoing is a correct description,
 ACTIESELSKABET
 HELSINGØRS JERNSKIBS- OG MASKINBYGGERI.

Manufacturer.



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Foundation

004534-004540 coll

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

1929: 1/9 - 28/9 - 2/10 - 8/10 - 12/10 - 23/10 - 1/11 - 4/11 - 11/11 - 13/11 - 15/11 - 29/11 - 7/12 - 19/12
1930: 9/1

Dates of Examination of principal parts - Cylinders

Covers

Connecting rods

Tunnel shafts

Stern tube

Completion of pumping arrangements

Completion of fitting sea connections

Main boiler safety valves adjusted

Material of Crank shaft

Material of Thrust shaft

Material of Tunnel shafts

Material of Screw shafts

Material of Steam Pipes

Is an installation fitted for burning oil fuel

Have the requirements of the Rules for carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case

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

The machinery has been built under Special Survey in accordance with the Society's Rules, the approved plans and the requirements contained in the Secretary's letters E dated 4-7-29 and 9-12-29.

The material used in the construction has been tested as required by the Rules and the workmanship is of good description throughout.

The machinery has been despatched to Stockholm for installation in the Yard No 312 by Messrs. Finnbooda Vaf., Skibbolaget.

Recommend the vessel's machinery to have notation in the Register Book of L.M.C. with date, when the machinery has been installed on board under the supervision and tested to the satisfaction of the local Surveyors, and when the spare gear has been checked.

1 £ = 4/8.20
The amount of Entry Fee ... £ 43.68
1/5. Special ... £ 553.28
Donkey Boiler Fee ... £
Travelling Expenses (if any) £ 51.00

When applied for, 16.1.1930

When received, 31.1.30

S. Clausen

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

WED. 11 JUN 1930

See Skrupp A. 3256



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