

M.V. "HELENA."

Number in Register Book 58291
Classification

This vessel was constructed in 1934 by Messrs. J. Vos & Zoon, Groningen, under the supervision of the Germanischer Lloyd for a restricted coasting service. Classification with this Society is now desired, and plans of crankshaft, starting air receiver and pumping arrangement have been forwarded.

The sizes of the crankshaft and the scantlings of the air receiver are such as could be accepted.

The plan of pumping arrangements in the machinery space have been examined and the arrangements shown on the plan are not such as could be accepted without amendments being made.

IT IS SUBMITTED the Amsterdam Surveyors be informed that with 4 S.C.S.A. Heavy Oil Engines for main propelling purposes having three cylinders 280 m.m. dia. by 350 m.m. stroke, span of bearings 400 m.m.; maximum pressure in cylinders 45 Kg./cm²; M.I.P. 5 Kg./cm², developing 105 B.H.P. at 290 R.P.M. and flywheel weight and diameter 1600 Kgs. and 1400 m.m., respectively, the following sizes of shafting are such as could be accepted, viz:

Crankshaft pins 160 m.m. dia.
Crankshaft journals 160 m.m. dia.

The plan of the Air Receiver meets the requirements of the Rules for a working pressure of 20 Kg.cm²

The arrangements on the plan of pumping arrangements in the machinery space are not such as could be accepted without amendments being made. A suggested re-arrangement of the piping is now indicated in red on the plan. A second air compressor should be fitted on board, capable of being driven by two independent sources of power, i.e., by the main engine and by the auxiliary engine or by hand, provided the bottles can be pumped up quickly to the satisfaction of the Surveyor.

Further, the additional bilge pump mentioned in the 1st entry Report is not indicated on the plan. This pump should be suitably connected to the main bilge line and direct bilge suction in the E.R. A plan showing how these connections are affected should be submitted.

The Surveyors should also be informed that provided the piping arrangements be amended as detailed above, the machinery of this vessel could be accepted and assigned the notation L.C.M. (without date) but without distinguishing mark.

2.8.46

J.R.B.

Bell



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