

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUN 30 1938

Date of writing Report 27/6, 1938 When handed in at Local Office 27/6, 1938 Port of Helsingborg

No. in Survey held at Helsingborg Date, First Survey 19th July 1937 Last Survey 19th June 1938
 Reg. Book. 39236 on the Steel Screw Steamer "MIRAMAR" (Number of Visits 54)

Built at Helsingborg By whom built Helsingborgs Varvs AB Yard No. 58 Tons { Gross 1555
 Net 856
 When built 1938

Engines made at Helsingborg By whom made Helsingborgs Varvs AB Engine No. 32 when made 1938

Boilers made at Helsingborg By whom made " Boiler No. 148, 149 when made 1938

Registered Horse Power 800 Owners Rederi AB Sölveg Port belonging to Göteborg

Nom. Horse Power as per Rule 165 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended General 17³/₁₆" - 27⁹/₁₆" - 45¹/₄" - 33¹/₂"

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 90

Dia. of Cylinders 436-700-1150 Length of Stroke 850 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 245 m/m Crank pin dia. 250 m/m Crank webs Mid. length breadth 390 m/m Thickness parallel to axis 155 m/m
 as fitted 245 m/m Mid. length thickness 155 m/m Thickness around eye-hole 109 m/m

Intermediate Shafts, diameter as per Rule 234 m/m Thrust shaft, diameter at collars as per Rule 245 m/m
 as fitted 234 m/m as fitted 245 m/m

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 288 m/m Is the wood shaft fitted with a continuous liner No
 as fitted as fitted as fitted 288 m/m Is the screw shaft fitted with a continuous liner No

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss Yes
 as fitted as fitted as fitted as fitted Is the after end of the liner made watertight in the propeller boss Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 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 Yes
 If two liners are fitted, 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 shaft Yes, Cedervall

Length of Bearing in Stern Bush next to and supporting propeller 1367 m/m

Propeller, dia. 3950 m/m Pitch 3420 m/m No. of Blades 4 Material Bronze whether Movable No Total Developed Surface 4.85 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 70 m/m Stroke 420 m/m Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 80 m/m Stroke 420 m/m Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size One 150x100x150 / One 190x115x175 Pumps connected to the { No. and size One 150x200x250 / One 190x115x175 m/m
 How driven Steam / Steam Main Bilge Line { How driven Steam (ballast p.) / Steam (Fire pump)

Ballast Pumps, No. and size Duplex 150x200x250 m/m Lubricating Oil Pumps, including Spare Pump, No. and size as per Rule

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3x63 m/m

In Holds, &c. Fwd hold 2x76 m/m; AFTER hold 2x76 m/m; Tunnel well 1x63 m/m; Tunnel fwd. 1x63 m/m.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1x120 m/m Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1x90 m/m 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 Yes Are they fitted with Valves or Cocks Both

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 Above

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

What Pipes pass through the bunkers Suct. for fwd hold & air pipe How are they protected By steel & wood casings

What pipes pass through the deep tanks No 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 Yes

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 Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper E.R. platform

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 210 m²

Is Forced Draft fitted Yes No. and Description of Boilers Two multitubular Working Pressure 213.4 lbs/sq"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting 17.2.37 Main Boilers 17.2.37 Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)

Superheaters 25.3.37 General Pumping Arrangements 17.2.37 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:— As per Rule

The foregoing is a correct description,
 Helsingborgs Varvs Aktiebolag
 J. H. Hasselberg
 Manufacturer.



009267-009277-0313

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

1937 July 19, 28. Sept. 23, 30. Oct. 11, 13, 25, 30. Nov. 25, 11. DEC. 4, 8, 10, 22, 29.
 During progress of work in shops - -
 1938 JAN. 3, 5, 13. FEBR. 5, 7, 16, 21, 24, 25. MARCH 8, 9, 11, 28. April 4, 5, 7, 9, 12, 19, 26. MAY 27. JUNE 1.
 Dates of Survey while building
 During erection on board vessel - - -
 1938 JAN. 14. MARCH 3. April 26, 29. MAY 5, 6, 10, 17, 20, 24, 27, 30. JUNE 2, 7, 14, 17, 19.
 Total No. of visits 54.

Dates of Examination of principal parts—Cylinders 11.11.37 & 5.4.38. Slides 5.4.38. Covers 5.4.38.
 Pistons 4.12.37. Piston Rods 4.12.37. Connecting rods 4.12.37.
 Crank shaft 2.8.37. Thrust shaft 7.4.38. Intermediate shafts 7.4.38.
 Tube shaft ✓. Screw shaft 7.4.38. Propeller 29.4.38.
 Stern tube 28.3.38. Engine and boiler seatings 17.3.38. Engines holding down bolts 7.4.38.
 Completion of fitting sea connections 30.4.38.
 Completion of pumping arrangements 14.6.38. Boilers fixed 10.5.38. Engines tried under steam 19.6.38.
 Main boiler safety valves adjusted 18.6.38. Thickness of adjusting washers ✓
 Crank shaft material S.M. Steel. Identification Mark C.V. 2.8.37. Thrust shaft material S.M. Steel. Identification Mark PS 7.4.38.
 Intermediate shafts, material S.M. Steel. Identification Marks 3822, 23, 24, 25. Tube shaft, material ✓. Identification Mark ✓
 Screw shaft, material S.M. Steel. Identification Mark PS 7.4.38. Steam Pipes, material Steel. Test pressure 45 kg/cm². Date of Test 8/3, 4, 9/4-38.
 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 carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case Yes. If so, state name of vessel "IRENE" Hbg Rpt No. 1064.

General Remarks (State quality of workmanship, opinions as to class, &c.) This engine has been built under special survey in accordance with the approved plans and instructions, and all the Rule requirements have been complied with. The workmanship and materials are good. Castings as per certificates attached. The main engine cylinders have been tested with water pressure to 21, 11 & 3 kg/cm².
 The bronze propeller manufactured by Messrs. Th. Leijn, Altona, marked LLOYD'S No. 993. H.R. 30.338.

The main & auxiliary engines have been tested under full working condition and found to work satisfactorily.

The machinery of this vessel is eligible in my opinion to be classed in the Society's Register Book with record of LMC 6.38 and notation of screwshaft 0G. Boilers being in a good and safe working condition at a working pressure of 213.4 lbs/sq. in.

Certificate to be sent to this office.

The amount of Entry Fee ... H.Kr. (Sw) 57.- When applied for, 27/6, 1938
 Special ... H.Kr. (Sw) 783.75.
 SUPERHEATER Donkey Boiler Fee ... H.Kr. (Sw) 95.- When received, 4/7, 1938
 Travelling Expenses (if any) £ ✓ : 5/7

P.O. Fogren
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 5 JUL 1938
 Assigned + LMC 6.38 0G 28
 2 SB 8pt



Rpt. No. i Reg. Bo 392 Master Engine Boiler Nomin MU Manu Total No. a Teste Area Area In cas Small Small Large Thicke long. Perce Perce Thicke Mate Leng Dime End How Tube Mean Gird at ce in ec Tens Pitch Wor Thic Pitch Wor Dian Wor Dian EL.