

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office **3 JUL 1956**

Date of writing Report 2/2 1952 When handed in at Local Office \_\_\_\_\_ 19\_\_\_\_ Port of Stockholm

No. in Survey held at Gävle Date, First Survey 14.10.1955 Last Survey 24.5 1956  
 (Number of Visits 12)

Reg. Book 35538 on the Steel Single Screw Vessel Trawler "TAGIL" Tons { Gross 688  
 Net 225

Built at Gävle By whom built A/B Gävle Varv Yard No. 91 When built 1956

Engines made at Gothenburg By whom made A/B Lindholmens Varv Engine No. 1339 When made 1955

Boilers made at Gothenburg By whom made A/B Lindholmens Varv Boiler No. 3110 When made 1955

Indicated Horse Power { Maximum \_\_\_\_\_ Service \_\_\_\_\_ Owners U.S.S.R. Port belonging to Murmansk

M.N. as per Rule 800x0.9 = 144 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Open Sea Service

ENGINES, &c.—Description of Engines

Dia. of Cylinders \_\_\_\_\_ Length of Stroke 2198 No. of Cylinders \_\_\_\_\_ Revs. per minute { Maximum \_\_\_\_\_ Service \_\_\_\_\_

Crank shaft, dia. of journals \_\_\_\_\_ as per Rule \_\_\_\_\_ Crank pin dia. \_\_\_\_\_ Crank webs { mid. length breadth \_\_\_\_\_ Thickness parallel to axis \_\_\_\_\_  
 as fitted \_\_\_\_\_ mid. length thickness \_\_\_\_\_ shrunk \_\_\_\_\_ Thickness around eye-hole \_\_\_\_\_

Intermediate Shafts, diameter \_\_\_\_\_ as per Rule apud. and \_\_\_\_\_ Thrust shaft, diameter at collars \_\_\_\_\_ as fitted \_\_\_\_\_

Tube Shafts, diameter \_\_\_\_\_ as per Rule \_\_\_\_\_ Screw Shaft, diameter \_\_\_\_\_ as per Rule apud. and \_\_\_\_\_ Is the { tube } shaft fitted with a continuous liner { \_\_\_\_\_  
 as fitted \_\_\_\_\_ as fitted 246-224 mm as fitted \_\_\_\_\_ screw } Yes

Bronze Liners, thickness in way of bushes \_\_\_\_\_ as per Rule apud. and \_\_\_\_\_ Thickness between bushes \_\_\_\_\_ as per Rule apud. and \_\_\_\_\_ Is the after end of the liner made watertight in the  
 as fitted 16 mm as fitted 12 mm 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 \_\_\_\_\_ One length

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 fitted at the after end of the stern tube No

If so, state type \_\_\_\_\_ Length of Bearing in Stern Bush next to and supporting propeller 1100 mm

Propeller, dia. 3100 mm Pitch \_\_\_\_\_ No. of Blades 4 Material Cast steel whether Moveable No Total Developed Surface \_\_\_\_\_ sq. feet

Feed Pumps worked from the Main Engines, No. None Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_

Bilge Pumps worked from the Main Engines, No. and capacity One, diam. 130mm stroke 100mm Can one be overhauled while the other is at work \_\_\_\_\_

Feed Pumps { No. and size Three off 8 tons/hour Pumps connected to the { No. and capacity of each Three off 36 t/h One off 7 t/h One ejector  
 How driven By steam Main Bilge Line { How driven By steam By main engine 19.8 t/h

Ballast Pumps, No. and capacity of each Two off 36 tons/hour Lubricating Oil Pumps, including Spare Pump, No. and how driven \_\_\_\_\_

Are two independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ Branch Bilge Suctions, No. and size:—In Engine and  
 Boiler Room Two off 3", Two off 2" In Pump Room \_\_\_\_\_ In Holds, &c. One off 2", Two off 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One off 5 1/2" Direct Bilge Suctions to the Engine and Boiler Room Bilges,  
 No. and size One off 3" 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 Steel water boxes Are they fitted with Valves or Cocks Yes

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 Sanitary pipes How are they protected By steel plates

What Pipes pass through the deep tanks \_\_\_\_\_ Have they been tested as per Rule \_\_\_\_\_

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 No tunnel Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

MAIN BOILERS, &c.—Total Heating Surface of Boilers 2605 square feet Superheaters 1227 sq. feet Half Economisers \_\_\_\_\_

Which Boilers are fitted with Forced Draft The main boiler Which Boilers are fitted with Superheaters The main boiler

No. and Description of Boilers One single ended, Scotch type Working Pressure 220 lbs. per square inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Copy of Got. rpt. No. 21901.

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

Can the donkey boiler be used for other than domestic purposes \_\_\_\_\_

PLANS. Are approved plans forwarded herewith for Shafting 23.9.49. Main Boilers 9.7.54 Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_

(If not state date of approval)

Superheaters 9.7.54. General Pumping Arrangements 5.4.54. Oil fuel Burning Piping Arrangements \_\_\_\_\_

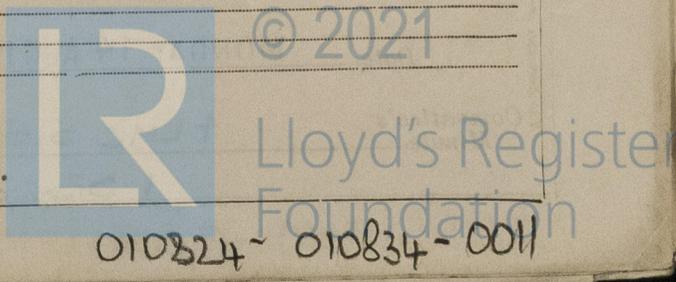
SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes State if for "Short Voyages" only \_\_\_\_\_

State the principal additional spare gear supplied \_\_\_\_\_

One propeller: LLOYD'S KEL. 1104 3.9.55. J.H. and  
 one screwshaft: LLOYD'S No. 443 HA. SKM. 6.12.55.

The foregoing is a correct description.  
Åke Lindholm Manufacturer Shipbuilder.



During progress of work in shops - - - { Please see Got. rpt. No. 21981  
 Dates of Survey while building { During erection on board vessel - - - { 14.10.1955 - 24.5.1956.  
 Total No. of visits 12.

Dates of Examination of principal parts—Cylinders \_\_\_\_\_ Covers \_\_\_\_\_  
 Pistons \_\_\_\_\_ Piston Rods \_\_\_\_\_ Connecting rods \_\_\_\_\_  
 Crank shaft \_\_\_\_\_ Thrust shaft \_\_\_\_\_ Intermediate shafts 6.12.55.  
 Tube shaft \_\_\_\_\_ Screw shaft 6.12.55 Propeller to shaft cone 6.12.55.  
 Stern tube 6.12.55. Engine and boiler seatings 20.12.55. Engines holding down bolts 24.1.56.  
 Completion of fitting sea connections 20.12.55.  
 Completion of pumping arrangements and super heater 3.5.56 Boilers fixed 12.1.56. Engines tried under steam 23.5.56.  
 Main boiler/safety valves adjusted 4.5.56 Thickness of adjusting washers \_\_\_\_\_  
 Crank shaft material S.M.-steel Identification Mark OS.11.5.55.Got. Thrust shaft material S.M.-steel Identification Mark OS.11.5.55.Got.  
 Intermediate shafts, material S.M.-steel Identification Marks HA.6.12.55.Skm Tube shaft, material \_\_\_\_\_ Identification Mark \_\_\_\_\_  
 Screw shaft, material S.M.-steel Identification Mark HA.6.12.55.Skm Steam Pipes, material Steel Test pressure 31 kg/cm<sup>2</sup> Date of Test 1.3.56.  
 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 the use of oil as fuel been complied with \_\_\_\_\_  
 Full description of fire extinguishing apparatus in machinery spaces 2 x 2 1/2" hose connections with hoses, 3 x 12 lit. froth extinguishers.  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with \_\_\_\_\_  
 What is the special notation desired Strengthened for Navigation in Ice.  
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Yes  
 Is this machinery duplicate of a previous case Yes If so, state name of vessel "CHIRCHIK", "PELENG", "KURS", "VOLGA", "VOLNA", "TRAVERZ"  
 General Remarks (State quality of workmanship, opinions as to class &c.)

The machinery and boiler of this vessel have been built and fitted under Special Survey in accordance with the Rules and approved plans, and tested under working conditions on trial trip and found to work satisfactory.  
 The workmanship and materials are good.  
 ✓ The fire extinguishing arrangements are in accordance with the Rule requirements.  
 ✓ The machinery of this vessel is eligible, in my opinion, to be classed in the Register Book and to have the notation of +LMC 5.56.

Certificate to be sent to \_\_\_\_\_  
 Lloyd's Register of Shipping

	When applied for,	When received,
The amount of Entry Fee ... £	3/4 1956	
Special ... £r.530:--		
Donkey Boiler Fee ... £		
Travelling Expenses (if any) £r.327;10		19

*Just Kibson*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Date MONDAY 14 AUG 1956  
 Committee's Minute + LMC 5,56  
 1 SB. 220eb (SP)  
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