

DEC 1955

No. 21981

Rpt. 4. 29987

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 24th Nov. 19 55 When handed in at Local Office 29th Nov. 19 55 Port of Gothenburg

No. in Survey held at Gothenburg Date, First Survey 14th February, Last Survey 6th October, 19 55.

Reg. Book "TASIL" (Number of Visits 19) Tons {Gross Net

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

Registered Horse Power --- Owners U. S. S. R. Port belonging to Murmansk

M.N. as per Rule 800 x 0.9 = 144 Is Refrigerating Machinery fitted for cargo purposes --- Is Electric Light fitted ---

Trade for which vessel is intended 5

ENGINES, &c. Description of Engines Double compound Revs. per minute 128  
Dia. of Cylinders 11 19/32" & 27 3/16" Length of Stroke 25 3/16" No. of Cylinders 4 No. of Cranks 4  
Crank shaft, dia. of journals appd. 218 mm. Crank pin dia. 220 mm. Crank webs Mid. length breadth 295 mm. Thickness parallel to axis ---  
as fitted 218 mm. Mid. length thickness 126 mm. shrunk Thickness around eye-hole ---  
Intermediate Shafts, diameter as per Rule --- Thrust shaft, diameter at collars appd. 218 mm. as fitted 218 mm.

Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule --- Is the tube/screw shaft fitted with a continuous liner ---

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 ---

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 ---

at --- If so, state type --- Length of Bearing in Stern Bush next to and supporting propeller ---

Propeller, dia. --- Pitch --- No. of Blades --- Material --- whether Moveable --- 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. One Diameter 130 mm. Stroke 100 mm. Can one be overhauled while the other is at work ---

Feed Pumps { No. and size --- Pumps connected to the Main Bilge Line { No. and size ---  
How driven --- How driven ---

Ballast Pumps, No. and size --- Lubricating Oil Pumps, including Spare Pump, No. and size ---  
Are two independent means arranged for circulating water through the Oil Cooler --- Suctions, connected both to Main Bilge Pumps and Auxiliary Bilge Pumps: --- In Engine and Boiler Room --- In Pump Room --- In Holds, &c. ---

Main Water Circulating Pump Direct Bilge Suctions, No. and size --- Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, No. and size ---

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 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. --- Are the Overboard Discharges 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 pass through the bunkers. --- How are they protected. ---  
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. ---  
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 S) Total Heating Surface of Boilers 2605 sq.ft. Spt. 1227 sq.ft.  
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/sq.inch  
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Gothenburg Report No. 21901 dated 20.10.1955.

IS A DONKEY BOILER FITTED? --- If so, is a report now forwarded? ---  
Can the donkey boiler be used for other than domestic purposes ---

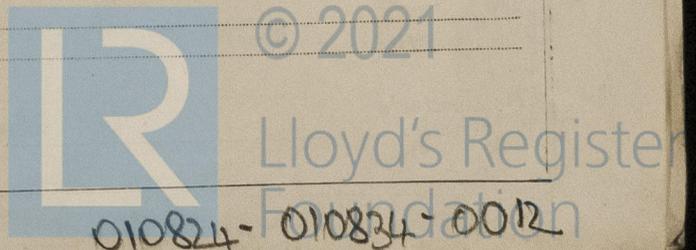
PLANS. Are approved plans forwarded herewith for Shafting 23.9. 1949 Main Boilers. 9.7.1954 Auxiliary Boilers --- Donkey Boilers ---  
(If not state date of approval)

Superheaters 9.7. 1954 General Pumping Arrangements --- Oil fuel Burning Piping Arrangements ---

## SPARE GEAR.

Has the spare gear required by the Rules been supplied To be checked on board.  
State the principal additional spare gear supplied.

The foregoing is a correct description  
AKTIEBOLAGET LINDHOLMENS VARV Maskinrikontoret  
Manufacturer.



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Dates of Survey while building  
 During progress of work in shops - - - 14.2. 1955 - 6.10. 1955.  
 During erection on board vessel - - -  
 Total No. of visits 19

Dates of Examination of principal parts—Cylinders 14.2 - 13.5. 1955 Slides 17.3. 1955 Covers 14.2 - 13.5. 1955  
 Pistons 17.3. 1955 Piston Rods 17.3. 1955 Connecting rods 23.6. 1955  
 Crank shaft 11.5. 1955 Thrust shaft 11.5. 1955 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 ---  
 Crank shaft material S.M. Steel Identification Mark OS. 11.5.55. GOT. Thrust shaft material S.M. Steel Identification Mark Lloyd's No. 1575 OS 11.5.55. GOT.  
 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 ---  
 Is this machinery duplicate of a previous case..... Yes..... If so, state name of vessel Gävle Varv Nos.76-90. Ekensbergs Varv Nos.199-208 et

General Remarks (State quality of workmanship, opinions as to class, &c. This engine has been built under Special Survey in accordance with the Rules and approved plans. The workmanship is good and the material fulfils the requirements of the Rules. Test certificate in respect of shafting is attached.

This main engine is eligible for the record +IMC when securely fitted on board the vessel to the Surveyors' satisfaction and tested under working conditions.

Stockholm office when ship completed.

The amount of Entry Fee ... Kr. 400:00 : } When applied for,  
 Special ... .. £ --- : } 29/11 19 55  
 Donkey Boiler Fee ... .. £ --- : }  
 Travelling Expenses (if any) £ --- : } When received,  
 --- 19 ---

*Sten Johnson*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Date MONDAY 14 AUG 1956  
 Committee's Minute See Skm 10603

