

Rpt. 4. 29987

No. 21981

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 24th Nov. 1955 When handed in at Local Office 29th Nov. 1955 Port of Gothenburg
 No. in Survey held at Gothenburg Date, First Survey 14th February, 1955 Last Survey 6th October, 1955
 Reg. Book "TASIL" (Number of Visits 19) Tons { Gross
 on the --- 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 $800 \times 0.9 = 144$ Is Refrigerating Machinery fitted for cargo purposes --- Is Electric Light fitted ---
 Trade for which vessel is intended ---

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 --- Thrust shaft, diameter at collars appd. 218 mm.
as fitted 218 mm. as fitted 218 mm.
 Tube Shafts, diameter --- Screw Shaft, diameter --- Is the { tube / screw } shaft fitted with a continuous liner { --- }
 as fitted --- as fitted ---
 Bronze Liners, thickness in way of bushes --- Thickness between bushes --- Is the after end of the liner made watertight in the
 as fitted --- as fitted --- 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 { No. and size --- Pumps connected to the { No. and size ---
 Pumps { How driven --- Main Bilge Line { 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 Holds, &c. ---
 In Pump Room ---

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 ---

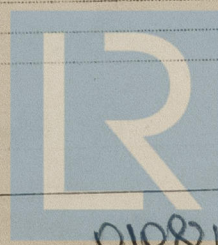
SPARE GEAR.

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
 Maskinikontoret

Manufacturer.



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Lloyd's Register

Foundation

010824-010834-0012

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

14.2. 1955 - 6.10. 1955.

19

Dates of Examination of principal parts

Cylinders

Slides

Covers

14.2 - 13.5. 1955

17.3. 1955

14.2 - 13.5. 1955

Pistons

Piston Rods

Connecting rods

17.3. 1955

17.3. 1955

23.6. 1955

Crank shaft

Thrust shaft

Intermediate shafts

11.5. 1955

11.5. 1955

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

Thrust shaft material

S.M. Steel

Identification Mark

OS. 11.5.55. GOT.

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.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

Kr. 400:00

£

£

£

When applied for,

29/11 19 55

When received,

19

Date MONDAY 14 AUG 1956

Committee's Minute

See Skm 10608

Engineer Surveyor to Lloyd's Register of Shipping.