

Rpt. 4

Date of writing report 28.2.1957.

Received London

Port Stockholm

No. 10942

Survey held at Stockholm

No. of visits

In shops 17

11.4.1956

13.10.56.

On vessel 16

First date 3.10.1956

Last date 25.1.1957.

FIRST ENTRY REPORT ON STEAM RECIPROCATING MACHINERY

No. in R.B. 91790 Name Single Screw Steel Trawler "JALTA" Gross tons 685

Owners U.S.S.R. Managers U.S.S.R. Port of Registry Murmansk

Hull built at Stockholm By A/B Finnboda Varf Yard No. 366 Year 1957 Month 1

Main Engines made at Stockholm By A/B Finnboda Varf Eng. No. 1362 When 1957 1

Boilers made at Gothenburg By A/B Lindholmens Varv Blr. Nos. 3135 When 1956 1

Machinery installed at Stockholm By A/B Finnboda Varf When 1957 1

Particulars of restricted service of ship, if limited for classification

Is ship to be classed for navigation in ice? Yes Particulars of vegetable or similar cargo oil notation, if required

Is ship intended to carry petroleum in bulk? No

Is refrigerating machinery fitted? No If so, is it for cargo purposes? Type of refrigerant

Is the refrigerating machinery compartment isolated from the propelling machinery space? Is the refrigerated cargo installation intended to be classed?

The following particulars should be given as fully and as clearly as possible. Dashes, ticks and other signs of doubtful meaning are not to be used. Wording not applicable to the installation may be cancelled with a black line.

BOILERS AND OTHER STEAM PRESSURE VESSELS.

No. of main boilers One Type and licence name, if any Single ended, Scotch type Position Forward of M.E.

Saturated safety valve pressure 15.7 kg/cm² Steam temperature if superheated 300°C Superheater safety valve pressure 16.0 kg/cm²

Natural or forced draught Forced Fuel Coal Report on main boilers (Port and No.) Got. Rpt. No. 22156

No. of aux./donkey boilers None Type W.P. Position

No. of steam heated steam generators None W.P. No. of evaporators W.P.

Report on aux./donkey boilers or steam generators (Port and No.)

If the boilers are oil fired, is the arrangement of pipes, valves and controls in accordance with the Rules?

No. and position of oil burning pressure units

No. and position of oil fuel settling or service tanks not forming part of hull structure

No. of forced draught fans and fan engines One

MAIN ENGINES (If the main engines have been constructed at another Port and are covered by a separate report, the particulars given in that report need not be repeated below, but the Port and Report No. should be stated)

Description and licence name, if any Double compound FMV 2

No. of main engines One No. of screws One Max. total I.H.P. 800 with 40 per cent. H.P. cut off at 125-130 R.P.M.

No. of cylinders per engine 4 Dia. of cylinders (in sequence from fwd. to aft) 295-690-690-295 mm Stroke 640 mm

Machinery numeral 124 Type of valves Round slide Type of valve gear Eccenter sheaves

If engine is of enclosed forced lubricated type state crankcase volume No. and total area of explosion relief devices fitted?

Which cylinders operate on Uniflow principle? L.P. cylinders Is a steam reheater fitted? No Is a governor fitted? No

Are the main engine frames or bedplate of welded construction? No Is the main engine secured directly to the tank top

or to a built-up seating? To a built up seating

Is an exhaust steam turbine fitted? No Description of turbine and

SHAFTING

Working pressure for which shafting has been approved 15.5 kg/cm² Date of approval of torsional vibration characteristics of the propelling machinery system, if required

State based speed range, if imposed

CRANK SHAFT type—Built, Semi-built, Solid forged. Dia. of journals Built 218 mm Dia. of pins 220 mm

Breadth of webs at mid length 330 mm Thickness 127 mm If shrunk, thickness around eyeholes 89 mm

Are dowel pins fitted? No Crank shaft material S.M. steel Minimum approved tensile strength 50 kg/mm²THRUST SHAFT Dia. at collar(s) 218 mm Material S.M. steel Minimum approved tensile strength 50 kg/mm²

INTERMEDIATE SHAFT. Dia. 203 mm Material S.M. steel Minimum approved tensile strength As per rule
SCREW SHAFT. Dia. of cone at large end 246 mm Is screwshaft fitted with a continuous liner? Yes
Is the shaft fitted with a continuous liner to way of screw tube?
Thickness of screw shaft liner at bearings 16 mm Thickness between bearings 12 mm
Is an approved oil gland fitted? No
Length of bearing next to and supporting propeller 1100 mm Material of bearing Lignum vitae
Is the bearing next to and supporting propeller fitted with a continuous liner to way of screw tube?
Material of screw/tube shaft S.M. steel Minimum approved tensile strength As per Rule

PROPELLER
Dia. of propeller 3100 mm Pitch Varying Built-up or solid? Solid Total developed surface 3.77 m² No. of blades 4
Blade thickness at top of root fillet 113 Blade material Cast steel Moment of inertia of dry propeller, if known Not known
Is propeller of reversible pitch type? No
Material of spare propeller Cast steel Moment of inertia of spare propeller, if known Not known

MAIN ENGINE DRIVEN PUMPS. (State No. of each and give capacity of bilge pumps at normal revolutions)

AIR CIRCULATING FEED LUB. OIL BILGE One off 7.2 t/h

INDEPENDENT PUMPS

Name below each essential pump and state its position. Give capacity of bilge pumps.	Service for which each pump is connected to be marked thus X													
	SUCTION							DELIVERY						
	Bilge Main	Bilge Direct	Ballast Main	Oil Fuel Main	Condr. Extr.	Sea	Feed Tanks	Boiler Feed	Main Condr. Coolg.	Oil Fuel Burners	Oil Fuel Tanks	Fire Main	Filter Tank	
Fwd. bilge and ballast pump s.s. in E.R. 30 t/h	X	X	X			X			X			X		
Aft bilge and ballast pump s.s. in E.R. 30 t/h	X	X	X			X			X			X		
Bilge & fire pump s.s. in E.R. 30 t/h	X					X			X			X		
Fwd. feed pump p.s. in E.R.			X		X	X	X	X				X		
Centre " " " "			X		X	X	X	X				X		
Aft " " " "			X		X	X	X	X				X	X	
Air " " " "					X								X	
Circ. " " " "		X				X			X					

Is the main engine of forced lubricated type? State No. of lubricating oil pumps, including spare pump and No. of oil coolers.

BILGE SUCTIONS

No. and size in each hold, deep tank or pump room No. 1 hold 1 off 2", No. 2 hold 1 off 2", utilisation room 1 off 2".

No. and size connected to main bilge line in main engine room 1 off 3", 1 off 2" In aux. engine room

In boiler room 2 off 2" Size and position of direct bilge suction in machinery spaces 1 off 3" abaft

the M.E. Size and position of emergency bilge suction in machinery spaces 1 off 5" forward of the M.E.

In coal burning ships is a flexible bilge hose and connection provided? Yes

Is the bilge or ballast system fitted with means for separating oily water on the overboard discharge side? No

Do the pumping arrangements comply with the Rules including special requirements for ships carrying petroleum in bulk, cargo oil or classed for navigation in ice? (Strike out words not applicable)

Yes

STEAM PIPES Saturated steam copper 110 mm 5.0 mm
Material of main steam pipes Spt. steam steel Ext. dia. 133 mm Thickness 5.5 mm How are flanges attached? Welded
Material of valves and fittings for superheated steam Spt. steam steel
Are any aux. steam pipes for essential services over 3" bore? No
Are any saturated steam pipes fitted in the smoke boxes of cylindrical boilers? Yes
Hydraulic test pressure on steam pipes—main 31 kg/cm² aux. 31 kg/cm²

FEED SYSTEM

Are all boilers provided with two separate means of feed? Yes No. of pressure type feed heaters One (2 stage)
No. of direct contact type feed heaters No. of feed filters—Suction One Pressure One
No. of condensers—main One Aux. One Is feed system of closed type? Yes No. of air ejectors One 2-stage
Cooling surface of main condensers 80 m² Material of condenser tubes Brass

ELECTRIC GENERATOR ENGINES

Position of each	Prime Mover	Made by	Port and No. of Rpt. or Cert.	Output in kW.	Volts	Amps.
Two, on a platform in E.R. stb. side	Steam engine	A/S Atlas Copenhagen	Cpn. cert.	18	115	157

Is electric current used for essential services at sea? No If so, state the minimum No. and capacity of generators required in order that the ship may operate at sea

STEERING GEAR (State type and No. of steam engines, electric motors, hydraulic pumps and other particulars) One steam driven steering engine made by Messrs. Valmet OY, Helsingfors. No. 3252 cert. No. 4495.

AIR COMPRESSORS AND RECEIVERS FOR ESSENTIAL SERVICES (State purpose, capacity, prime mover, position in ship and Port and No. of certificate)

Have the Rule Requirements for fire extinguishing arrangements been complied with? Yes Brief description of arrangements 2 x 2 1/2" hose connections with hoses, 3 x 12 litres foam.

Has the spare gear required by the Rules been supplied? Yes Has all the machinery been tried under full working conditions and found satisfactory? Yes

Date and duration of full-power sea trials of main engines 28.12.56 & 18.1.57. 10 and 4 hours respectively.

Does this machinery installation contain any features of a novel or experimental nature? (State particulars) No.

Is the installation a duplicate of a previous case? Yes If so, state name of vessel s/t SIMPEROPOL, Finnbooda Yard No. 365

Date of approval of plans for main boilers — Aux. boilers None Donkey boilers None

Shafting 4.9.55 Pumping arrangements 22.9.55 Oil fuel burning arrangements

Separate oil fuel tanks Boiler feed system 22.9.55

The foregoing description of the main engine and installation is correct and the particulars are as approved for maximum power characteristics (strike out words not applicable).

AKTIEBOLAGET FINNBODA VARF
ERIK OLIN
Builder.

Lloyd's Register
Foundation

GENERAL REMARKS

State if the machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship and give recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

The machinery and boiler of this vessel have been constructed and installed under Special Survey, in accordance with the Rules, approved plans and the Secretary's letters.

The machinery and boiler have been tested under working conditions on a trial trip and found to work satisfactorily.

The workmanship and materials are good.

In my opinion, this machinery and boiler are eligible to be classed in the Register Book and to have the notation +LMC 1.57.

M. Lund

Engineer Surveyor to Lloyd's Register of Shipping.

PARTICULARS OF IDENTIFICATION MARKS (Including Port of origin) of important Forgings and Castings. (Copies of certificates should be forwarded with report.)

RODS 2 conn. rods: LLOYDS HBG No. 8500 T.Ö. 4.7.56. 1 conn. rod: LLOYDS HBG No. 8488 T.Ö. 4.7.56, 1 conn. rod: LLOYDS HBG No. 8499 T.Ö. 4.7.56. 2 piston rods: LLOYDS HBG No. 8509 B-n 6.8.56. 2 piston rods: LLOYDS HBG No. 8507 B-n 6.8.56. 3 slide rods and 4 slide rods: LLOYDS HBG No. 8484 T.Ö. 4.7.56.

CRANK SHAFT LLOYDS LTH No. 101-105 G.H. 4.10.56. ✓

THRUST SHAFT LLOYDS LTH NO. 106 G.H. 4.10.56. ✓

INTERMEDIATE SHAFTS LLOYDS DSF No. 460 H.D. 1.3.55. ✓

SCREW AND TUBE SHAFTS LLOYDS DSF 468 J.L. 28.3.55. (Spare: LLOYDS DSF 444 J.L. 28.3.55) ✓

PROPELLERS LLOYDS ANT. 201 G.Z. 27.3.56 (Spare: LLOYDS ANT. 166 G.Z. 27.3.56) ✓

OTHER IMPORTANT ITEMS

Dates of examination of principal parts:—

Fitting of stern tube 12.12.56 Fitting of propeller 13.11.56 Completion of sea connections 17.12.56 Alignment of crankshaft in main bearings In shop 13.11.56 Onboard 27.12.56

Engine chocks & bolts 12.12.56 Alignment of straight shafting 17.12.56 Testing of pumping arrangements 27.12.56.

Oil fuel lines Boiler supports 22.11.56 Steering machinery 28.12.56 Windlass 28.12.56.

Date of Committee

Construction }
Installation }
Special Survey Fee

Kr. 930:--

Decision

+LMC

ES 1.57

MBS 1.57

Ch. 1.57

Expenses

Kr. 68:--

Date when A/c rendered 28.2.1957.



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