

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Stockholm

Date of writing Report 6/2 19 56 When handed in at Local Office 19 Port of Stockholm

No. in Survey held at Gävle Date, First Survey 9.8.55 Last Survey 1.12 19 55
 Reg. Book 34594 on the Single Screw Vessel "TRAVERZ" (Number of Visits 15) Tons Gross 688
 Net 225
 Built at Gävle By whom built AB Gävle Varv Yard No. 90 When built 1955
 Engines made at Gothenburg By whom made AB Lindholmens Varv Engine No. 1334 When made 1955
 Boilers made at Gothenburg By whom made AB Lindholmens Varv Boiler No. 3099 When made 1954
 Indicated Horse Power Maximum 800 Service 144 Owners U.S.S.R. Port belonging to Murmansk
 M.N. as per Rule 5 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 as per Rule Length of Stroke as per Rule No. of Cylinders 4 No. of Cranks 2 Revs. per minute Maximum Service

Crank shaft, dia. of journals as per Rule Gothenburg report No. 21465 Mid. length breadth as per Rule Thickness parallel to axis as per Rule
 Crank webs as per Rule Mid. length thickness as per Rule Thickness around eye-hole as per Rule

Intermediate Shafts, diameter as per Rule 203 mm Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 216 - 224 mm Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 16 mm Thickness between bushes as per Rule 12 mm 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 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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland fitted at the after end of the stern tube No

If so, state type 1100 mm 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, dia. 130 mm stroke: 100 mm Can one be overhauled while the other is at work -

Feed Pumps Three off 8 tons/hour Pumps connected to the Main Bilge Line No. and capacity of each Three off 36 tons/hour. One off 7 tons/h. ejector
 How driven By steam 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 1/2"

In Pump Room - In Holds, &c. One off 2", Two off 2 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One off 5 1/2" Direct Bilge Suctions to the Engine Room Bilges XXXXXX

No. and size One off 3" Are all the Bilge Suction Pipes in holds XXXXXX 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 Yes 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 square feet Half Economisers 3832 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. per square inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Copy of Gothenburg report No. 21466.

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. 1098 15.8.55. JH. 21.9.55. WEO. and
 one screwshaft: LLOYD'S No. 3647 10.9.55. KE.

The foregoing is a correct description.

Aktiebolaget Gävle Varv

Shipbuilder.

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During progress of work in shops - - - - - Please see Gothenburg report No. 21466

Dates of Survey while building During erection on board vessel - - - - - 9th August - 1st December, 1955.

Total No. of visits 15

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Got. rpt. No. 21466 Connecting rods

Crank shaft Thrust shaft - Intermediate shafts 15.9.55.

Tube shaft - Screw shaft 10.9.55. Propeller to shaft cone 8.9.55.

Stern tube 10.9.55. Engine and boiler seatings 10.9.55. Engines holding down bolts 14.10.55.

Completion of fitting sea connections 15.9.55.

Completion of pumping arrangements and superheater 23.11.55. Boilers fixed 20.9.55. Engines tried under steam 30.11.55.

Main boiler/safety valves adjusted 24.11.55. Thickness of adjusting washers -

Crank shaft material S.M.-steel Identification Mark OS.23.11.54.Got Thrust shaft material S.M.-steel Identification Mark OS.23.11.54.Got.

Intermediate shafts, material S.M.-steel Identification Mark LL No. 710 SKM. Tube shaft, material - Identification Mark -

Screw shaft, material S.M.-steel Identification Mark 10.9.55 KE Steam Pipes, material Steel Test pressure 31 kg/cm² Date of Test 2.11.55.

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 2½" 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"

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 satisfactorily.

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 11.55.

The amount of Entry Fee ... £ : : When applied for,

Special ... £r. 530:-- : 6/2 19 56

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £r. 467:20 : 19

Date FRIDAY 16 MAR 1956

Committee's Minute +LMC 12.55

1SB 220 lb.

CL.

Thurt Eriksson

Engineer Surveyor to Lloyd's Register of Shipping.



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