

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 31st March 1955. When handed in at Local Office 11th April 1955 Port of Gothenburg 11 MAY 1955

No. in Survey held at Gothenburg Date, First Survey 8th October, 1954 Last Survey 28th February, 1955

Reg. Book on the "Kavare" (Number of Visits 22.)

Built at Gävle By whom built A.-B. Gävle Varv Yard No. 90 Tons { Gross --- Net ---

Engines made at Gothenburg By whom made A.-B. Lindholmens Varv Engine No. 1334 When built 1955

Boilers made at Gothenburg By whom made A.-B. Lindholmens Varv Boiler No. 3099 When made 1954

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

MN ~~800x0.9~~ as per Rule 5 Is Refrigerating Machinery fitted for cargo purposes --- Is Electric Light fitted ---

Trade for which vessel is intended ---

ENGINES, &c.—Description of Engines ☒ Double compound

Dia. of Cylinders 11 1/2 & 27 3/16 Length of Stroke 25 3/16" No. of Cylinders 4 Revs. per minute 128

Crank shaft, dia. of journals ~~218 mm.~~ 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 ~~218 mm.~~ 218 mm.

as fitted --- as fitted ---

Tube Shafts, diameter as per Rule --- Screw Shaft, diameter as per Rule ---

as fitted --- 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 ---

as fitted --- 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 { 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 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/in²

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Gothenburg report No. 21238 dated 14th January, 1955.

IS A DONKEY BOILER FITTED? --- If so, is a report now forwarded? ---

Can the donkey boiler be used for other than domestic purposes 26/12/54 ---

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 --- Oil fuel Burning Piping Arrangements ---

SPARE GEAR.

Has the spare gear required by the Rules been supplied To be checked onboard.

State the principal additional spare gear supplied

The foregoing is a correct description

A.-B. LINDHOLMENS VARV

Maskinfabrikant

Manufacturer.



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Foundation

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During progress of work in shops - - 18.10.54. - 28.2.55.

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 22

Dates of Examination of principal parts—Cylinders 26.10.54 - 18.1.55 Slides 18.11.54 Covers 26.10.54 - 18.1.55.

Pistons 18.11.54 Piston Rods 18.11.54 Connecting rods 11.11.54.

Crank shaft 23.11.54. Thrust shaft 23.11.54. Intermediate shafts ---

Tube shaft --- Screw shaft --- Propeller ---

Stern tube --- Engine and boiler seatings --- Engines holding down bolts ---

Completion of fitting sea connections --- Boilers fixed --- Engines tried under steam ---

Completion of pumping arrangements --- Thickness of adjusting washers ---

Main boiler safety valves adjusted --- LI.No. 1529/30

Crank shaft material S.M. Steel Identification Mark OS 23.11.54.GO Thrust shaft material S.M. Steel Identification Mark OS 23.11.54.GO

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.76-89, Ekensbergs Varv Nos.199-206

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 certificates in respect of shafting is attached.

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

Certificate to be sent to

The amount of Entry Fee ... Kr. 400:00 : When applied for,

Special ... £ ---: ---: 11/4 19.55

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

Travelling Expenses (if any) £ ---: ---: 10.

FRIDAY 16 MAR 1956

Date

Committee's Minute See Rpt. 4

Engineer Surveyor to Lloyd's Register of Shipping.

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