Rpt. 4

Date of writing report 28/1-57 | Received London 31 JAN 1957 | Port Stockholm | No. 10908

Survey held at Stockholm | No. of visits: In shops 15, On vessel 28 | First date 9.2.1956, 7.8.1956 | Last date 2.11.1956, 7.12.1956

FIRST ENTRY REPORT ON STEAM RECIPROCATING MACHINERY

No. in R.B. 90675 | Name Single Screw Steel Trawler "SIMFEROPOL" | Gross tons 685

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

				Year	Month
Hull built at Stockholm	By A/B Finnboda Varf	Yard No. 365	When	1956	12
Main Engines made at Stockholm	By A/B Finnboda Varf	Eng. No. 1350	When	1956	12
BoilerX made at Gothenburg	By A/B Lindholmens Varv	Blr. Nos. 3133	When	1955	12
Machinery installed at Stockholm	By A/B Finnboda Varf		When	1956	12

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Is ship to be classed for navigation in ice? Yes XXXXXXXXXXXXXXXXXXXXXXXXXX

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/cm^2 | Steam temperature if superheated 300°C | Superheater safety valve pressure 16.0 kg/cm^2

Natural or forced draught Forced | Fuel Coal | Report on main boilers (Port and No.) Got. Rpt. No. 22075

No. of aux./donkey boilers None XXX XX XXXX

No. of steam heated steam generators None XX XXXXXXXXXX XXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

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) 144 | Type of valves Round slide | Type of valve gear Eccenter sheaves

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXXXXXXXX

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 XXXXXXXXX XXXX XXXXXXXXXXXX

XXX

SHAFTING

Working pressure for which shafting has been approved 15.5 kg/cm^2 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXX XXXXXXXXXXXXXXXXXXXX

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/mm^2

THRUST SHAFT Dia. at collarX 218 mm | Material S.M. steel | Minimum approved tensile strength 50 kg/mm^2

5m,6,55 T. (MADE AND PRINTED IN ENGLAND.)

014545-014555-0065 1/2

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 7224 Is screwshaft fitted with a continuous liner? Yes

Thickness of screw/tube 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

in drydock?

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 m^2 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	Filter Tank	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 and 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				X	
Centre " " " " "			X		X	X	X	X	X				X	
Aft " " " " "			X		X	X	X	X	X				X	X
Air pump p.s. in E.R.					X									X
Circ pump p.s. in E.R.		X				X				X				

BILGE SUCTIONS

No. and size in each hold, deep tank or pump room No. 1 Hold 1 off 2½", No. 2 Hold 1 off 2½", utilisation room 1 off 2".

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

In boiler room 2 off 2½" Size and position of direct bilge suctions in machinery spaces 1 off 3" abaft the M.E.

Size and position of emergency bilge suctions in machinery spaces 1 off 5½"

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/cm^2 aux. 31 kg/cm^2

FEED SYSTEM

Are all boilers provided with two separate means of feed? Yes No. of pressure type feed heaters One (2 stage)

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 m^2 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

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. 3257, cert. No. 4916.

~~AIR COMPRESSORS AND RECEIVERS FOR ESSENTIAL SERVICES~~

Have the Rule Requirements for fire extinguishing arrangements been complied with? Yes Brief description of arrangements 2 x 2½" 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 27.11.56. 11 hours.

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 "KLAIPEDA", Finnboda Yard No.364

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

Shafting 4.9.55 Pumping arrangements 22.9.55

Boiler feed system 22.9.55

The foregoing description of the main engine and installation is correct (strike out words not applicable).

AKTIEBOLAGET FINNBODA VARF

Builder.

0065 2/2

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 12.56.

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 1 connecting rod: LLOYD´S HBG.No.8318 B-n 16.5.55; 1 connecting rod: LLOYD´S HBG.No.8354 B-n 16.5.55 2 connecting rods: LLOYD´S HBG.No.8378 B-n 6.10.55;2 piston rods:LLOYD´S HBG No.8324 B-n 14.3.55. 2 piston rods: LLOYD´S HBG No.8344 B-n 14.3.55; 2 slide rods:LLOYD´S HBG No.8326 B-n 14.3.55;2 eccentric rods:LLOYD´S HBG No. 8233 T.Ö.1.7.54.

CRANK SHAFT LLOYD´S LTH No. 8670-74 G.H. 21.10.55.

THRUST SHAFT LLOYD´S LTH No. 8677 G.H. 21.10.55.

INTERMEDIATE SHAFTS LLOYD´S No. 442 H.D. 1.3.55.

SCREW ~~XXXXXXXX~~ SHAFTS LLOYD´S DSF 467 H.D. 1.3.55. (Spare LLOYD´S DSF 437 H.D. 1.3.55).

PROPELLERS LLOYD´S ANT.185 G.Z.27.3.56 (Spare:LLOYD´S No. 214 G.Z.25.5.56).

OTHER IMPORTANT ITEMS

Dates of examination of principal parts:—

Fitting of stern tube Fitted in Finland / Fitting of propeller 17.8.56 Completion of sea connections 5.11.56 Alignment of crank shaft in main bearings In shop 2.7.56. On board 20.11.56.

Engine chocks & bolts 15.11.56 Alignment of straight shafting 20.11.56 Testing of pumping arrangements 24.11.56

~~Oil fuel tanks~~ Boiler supports 17.8.56 Steering machinery 27.11.56 Windlass 27.11.56

Date of Committee FRIDAY - 1 MAR 1957

Decision +LMC 12.56

Construction & Installation Special Survey Fee Kr. 930:--

Expenses Kr. 45:--

Date when A/c rendered 28/1-57.