

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office  
 4 JUL 1947  
 Part of HULL.  
 Survey held at Goole & Hull Date, First Survey 19. 9. 46 Last Survey 2- 6- 1947  
 on the "REYKJANES" ex "FELRE CONTAY" ex "MALMO".  
 Hamburg By whom built H.C. Sticklein Sohn Yard No. - When built 1918  
 made at -do- By whom made -do- Engine No. - When made -do-  
 made at -do- By whom made -do- Boiler No. - When made -do-  
 rated Horse Power - Owners Oddsson & Co. Ltd. Part belonging to Hull  
 Horse Power as per Rule 122 MN=188 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 for which vessel is intended

S, &c.—Description of Engines triple expansion  
 Cylinders 17 1/4", 29.13/32", 46 1/2" Length of Stroke 330 1/2" No. of Cylinders 3 Revs. per minute 90  
 as per Rule approved No. of Cranks 3  
 shaft, dia. of journals 9 3/8" Crank pin dia. 9 1/2" Mid. length breadth - Thickness parallel to axis 6 3/8"  
 as fitted 9 3/8" Crank webs Mid. length thickness - shrunk Thickness around eye-hole 4 5/8"  
 as per Rule approved  
 Intermediate Shafts, diameter 9.1/16" Thrust shaft, diameter at collars as per Rule approved  
 as fitted 9.3/8"  
 as per Rule approved  
 as fitted 10.3/16" Is the { screw } shaft fitted with a continuous liner { Yes  
 as fitted -  
 Liners, thickness in way of bushes as per Rule approved Thickness between bushes as per Rule approved Is the after end of the liner made watertight in the  
 as fitted 29/64" as fitted 39/64"  
 boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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 -  
 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  
 No If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 3'7"  
 r, dia. 11'2" Pitch approx. No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface - sq. feet  
 pumps worked from the Main Engines, No. 2 Diameter 2 5/8"-2 3/4" Stroke 13 3/4" Can one be overhauled while the other is at work Yes  
 pumps worked from the Main Engines, No. 2 Diameter 2.9/16" Stroke 13 3/4" Can one be overhauled while the other is at work Yes  
 No. and size Pumps connected to the { No. and size -  
 How driven Steam (one now new) Main Bilge Line How driven 2 steam, 2 from main engine.  
 Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size -  
 independent means arranged for circulating water through the Oil Cooler - Suctions, connected both to Main Bilge Pumps and Auxiliary  
 pumps: In Engine and Boiler Room 2 wing and 2 centre each 60 m/m. & a ballast pump suction, to main bilge line  
 p Room - In Holds, &c. No. 1 & 2 holds - 2 at 60 m/m., No. 3 & 4 holds  
 60 m/m. Tunnel well 65 m/m and for'd tunnel 40 m/m. Combined  
 Water Circulating Pump Direct Bilge Suctions, No. and size 3 1/2" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,  
 size - Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 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  
 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
 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  
 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  
 pipes pass through the bunkers none How are they protected -  
 pipes pass through the deep tanks. none Have they been tested as per Rule -  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 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  
 ment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from middle platform.

BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2 x 1453.1 sq.ft. = 2906.2 sq.ft.  
 Boilers are fitted with Forced Draft No Which Boilers are fitted with Superheaters none  
 d Description of Boilers 2 Scotch Marine. Working Pressure 185 lbs/sq.in.

REPORT ON MAIN BOILERS NOW FORWARDED? Yes

DONKEY BOILER FITTED? No If so, is a report now forwarded? -

donkey boiler to used for other than domestic purposes -

Are approved plans forwarded herewith for Shafting Ltr. 14/5/ Main Boilers 20/3/47. Auxiliary Boilers - Donkey Boilers -  
 (If not state date of approval)

General Pumping Arrangements 30/5/47. Oil fuel Burning Piping Arrangements -

SPARE GEAR.

spare gear required by the Rules been supplied Yes

principal additional spare gear supplied -

*incorrect figs - reported 2 not*

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register Foundation

W1634-0061



Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders 6.2.47. Slides 6.2.47. Covers 6.2.47.

Pistons 6.2.47. Piston Rods 6.2.47. Connecting rods 6.2.47.

Crank shaft 6.2.47. Thrust shaft 6.2.47. Intermediate shafts 23.4.47.

Tube shaft - Screw shaft 5.3.47. Propeller 5.3.47.

Stern tube 5.3.47. Engine and boiler seatings 6.2.47. Engines holding down bolts 6.2.47.

Completion of fitting sea connections. Examined 5.3.47.

Completion of pumping arrangements 19.5.47. Boilers fixed - Engines tried under steam 25.5.47.

Main boiler safety valves adjusted 30.5.47. Thickness of adjusting washers Port F.3/8". A.7/16". Stbd. F.5/16".

Crank shaft material Steel Identification Mark - Thrust shaft material Steel Identification Mark -

Intermediate shafts, material Steel Identification Marks - Tube shaft, material Steel & Identification Mark -

Screw shaft, material Steel Identification Mark - Steam Pipes, material copper. Test pressure 600lbs Date of Test 5.3.47.

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 -

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 -

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with No

Is this machinery duplicate of a previous case No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)

The boilers and machinery of this ex German Vessel were not built under survey, but have been opened up and examined and found in good order.

The boilers have been tested under hydraulic and steam pressures, the main & auxiliary machinery tested under working conditions.

The boilers and pumping arrangements are in accordance with the plans approved 20/3/47 and 30/5/47 and the scantlings of both main engines & boilers and shafting are as approved.

The materials and workmanship appear satisfactory and the vessel is in our opinion eligible for the Notation IMC BS 2,47, and CL. 3,47.

MS 6,47

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

Special ... £ : : 19

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

Travelling Expenses (if any) £ : : 19

Date 15 AUG 1947

Committee's Minute LMC MS 6,47 Subject BS 2,47 S (CL) 3,47 2 SB 1856

For R. Rodger & self Blooder Engineer Surveyor to Lloyd's Register of Ship