

Motorship "LARVIKSFJORD".

Now designated Messrs. A/B Gotaverken's Yard No. 466.

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This vessel was built in 1930 by Messrs.  
A/B Gotaverken to the requirements of the Norske Veritas.

The Gothenburg Surveyors state that the vessel has been damaged by fire and has now been purchased by Messrs. A/B Gotaverken, who are carrying out repairs, and desire the vessel to be classed with this Society.

Plans of the shafting for the main and auxiliary Heavy Oil Engines, also of the starting and injection air receivers and pumping arrangements have been forwarded for consideration.

IT IS SUBMITTED the Gothenburg Surveyors be informed that with 4 SCSA Heavy Oil Engines, for main propelling purposes, having 8 cylinders, 550 mm. diameter by 1000 mm. stroke, span of bearings 710 mm., 2125 BHP at 175 rpm., maximum pressure in cylinders 700 lb. per square inch, M.I.P. 100 lb. per square inch, GD<sup>2</sup> of balance weights and turning wheel 6740 kg. M<sup>2</sup> and 960 kg. M<sup>2</sup> respectively and diameter of propeller 3350 mm., the following sizes of crank, thrust and intermediate shafting and screw shaft with continuous liner, viz:- 350 mm. with central hole 115 mm. diameter, 300 mm, 245 mm and 273 mm. diameter respectively meet the requirements of the Rules.

Further, with 4 SCSA Heavy Oil Engines for auxiliary purposes having 2 cylinders 280 mm. diameter by 450 mm. stroke, span of bearings 350 mm. maximum pressure in the cylinders not exceeding 700 lb. per square inch and M.I.P. 90 lb. per square inch, the size of crankshaft, viz:- 180 mm. meets the requirements of the Rules.

Also, the scantlings of the steel riveted starting air receiver and lap welded steel injection air receiver meet the requirements of the Rules for a working pressure of 25 kg. per square centimetre and 40 kg. per square centimetre respectively.

Further, the pumping arrangements are such as could be accepted provided the master valves on the oil fuel saction chests at the after end of the engine room be controlled from deck, the motive power of the oil fuel transfer pumps be controlled as required by Section 20D, Clause 7, and the remaining requirements of Sections 20 and 34 of the Rules be complied with so far as they are applicable.

The Surveyors should be informed it appears that the fire in this vessel originated in the machinery space, and subsequently the vessel was sunk. Consequently the damage sustained by the machinery from the action of fire and water may be considerable owing to some of the parts being raised to a high temperature and then quenched.

Accordingly the examination of all parts of the machinery should be conducted with special care in order that it may be ascertained beyond all reasonable doubt that those parts of the machinery which are <sup>being</sup> retained have not been damaged to such an extent as to impair their strength and efficiency.

It is suggested that special attention should be devoted to the air receivers and their connections, the fuel oil system and the more important castings.

It is concluded that a donkey boiler is not fitted in the engine room.

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