

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

8 DEC 1925

Received at London Office
 Date of writing Report 23-12-1925 When handed in at Local Office 24-12-1925 Port of Helsingborg
 No. in Survey held at Landskrona Date, First Survey 28 March 1925 Last Survey 18 Dec. 1925
 Reg. Book. 41362 on the Single Screw Steamer "VALENCIA" (Number of Visits 42)
 Built at Landskrona By whom built Nya Varvsaktiebolaget Öresund. Yard No. 24 Tons { Gross 2230.93
 Engines made at Landskrona By whom made Nya Varvsaktiebolaget Öresund. Engine No. 1 Net 1322.97
 Boilers made at Landskrona By whom made Nya Varvsaktiebolaget Öresund. Boiler No. 142 When built 1925
 Registered Horse Power Owners Rederiakt. Svenska Lloyd. Port belonging to Gothenburg
 Horse Power as per Rule 222 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 for which Vessel is intended Scandinavian - Mediterranean Ports

INES, &c.—Description of Engines Triple expansion
 of Cylinders 20 1/16" x 33 1/16" x 54" Length of Stroke 36" No. of Cylinders 3 Revs. per minute 98 max.
 Crank shaft, dia. of journals as per Rule 269 mm as fitted 275 mm Crank pin dia. 285 mm No. of Cranks 3
 Crank webs Mid. length breadth 450 mm Thickness parallel to axis 170 mm
 Mid. length thickness 170 mm shrunk Thickness around eye-hole 118 1/20"
 Intermediate Shafts, diameter as per Rule 256 mm as fitted 260 mm Thrust shaft, diameter at collars as per Rule 269 mm as fitted 275 mm
 Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 299 mm as fitted 304.5 mm Is the { tube } shaft fitted with a continuous liner { No liner }
 Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 Is an approved Oil Gland or other appliance fitted at the after
 Length of Bearing in Stern Bush next to and supporting propeller 1320 mm
 Pitch 3800 mm No. of Blades 4 Material Cast iron whether Moveable No Total Developed Surface 58.5 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes
 Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 18" Can one be overhauled while the other is at work Yes
 No. and size 1. 8" x 6" x 18" 2. 6" x 4" x 6" Pumps connected to the { No. and size 1 10 1/2" x 12" x 21" 1 Water cew. pump 6" x 6" x 15"
 How driven By steam. Main Bilge Line How driven By steam.
 Lubricating Oil Pumps, including Spare Pump, No. and size
 independent means arranged for circulating water through the Oil Cooler
 Sections, connected to both Main Bilge Pumps and Auxiliary
 In Engine and Boiler Room 4. 2 of 3" and 2 of 2 3/4" bore
 2 of 3" bore in each hold. 1 of 3" bore in tunnel well.

Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 6" bore Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size 1 of 3 1/2" bore. 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 Above
 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 are carried through the bunkers Bilge suction pipes to fwd. hold How are they protected Carried under ceiling in bilges
 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 Upper Eng. platform.

BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 3800 sq. feet.
 Draft fitted No. No. and Description of Boilers 2 cyl. (S.E.) multitubular Working Pressure 185 lbs per sq.
 REPORT ON MAIN BOILERS NOW FORWARDED? Yes

DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 Retained in London
 Are approved plans forwarded herewith for Shafting 3-6-1925 Main Boilers 31-3-1925 Auxiliary Boilers Donkey Boilers Built at
 (If not state date of approval) Malmö
 22-9-1925 General Pumping Arrangements 19-3-1925 Oil fuel Burning Piping Arrangements

RE GEAR. State the articles supplied:— 2 connecting rod top- and bottom end bolts with nuts.
 main bearing bolts with nuts. 1 set of coupling bolts. 1 set of rings for 10 piston
 valve. 1 set 10 1/2" piston rings. 1 set of springs for L.P. piston. 1/3 crankshaft. 1 propeller
 shaft. 1 propeller (Cast iron). 1 air pump rod. 1 centrifugal circulating pump
 propeller wheel shaft. 1 set of feed and bilge pump valves. 1 set check valves.
 bunkering studs and nuts. 4 stay and 12 ordinary main boiler tubes. 1 safety
 valve spring for main boilers and 1 dillo for donkey boiler. A quantity of
 sorted bolts and nuts. Iron of various sizes.

The foregoing is a correct description,

NYA VARVSÄKTIEBOLAGET ÖRESUND

Manufacturer.



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Lloyd's Register
Foundation

W226-0076

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - -

Total No. of visits

1925:-
March:- 28. April:- 4, 11, 27. May:- 6, 12, 18, 23, 27. June:- 11, 17, 19. July:- 3, 7, 17, 21. Aug:- 5, 12, 28. Sept:- 5, 12, 17, 22. Oct:- 1, 8, 9.

1925:-
Oct:- 20, 26. Nov:- 4, 11, 17, 23. Dec:- 2, 5, 8, 10, 11, 14, 16, 17, 18.

Dates of Examination of principal parts—Cylinders 28/3, 4+11/4, 21/7, 5/9 Slides 11/4, 12/5, 11/6 Covers 11/4, 6+18/5, 17/6.
Pistons 27/4, 6, 12, 18/5 Piston Rods 12/5, 11+17/6 Connecting rods 12/5, 19/6, 3/7.
Crank shaft 11/4, 6+12/5, 18/6, 3+17/7 Thrust shaft 1/10 Intermediate shafts 1/10, 26/10.
Tube shaft 1/10 Screw shaft 1/10 Propeller 22/9.
Stern tube 22/9 Engine and boiler seatings 20/10 Engines holding down bolts 20/10
Completion of pumping arrangements 17/12 Boilers fixed 17/11 Engines tried under steam 17/12.

Main boiler safety valves adjusted 17/12 Thickness of adjusting washers No washers. Slap mts. R N° 3380
Crank shaft material Steel Identification Mark A.S. 17-7-25 Thrust shaft material Steel Identification Mark A.S. 1-10-25

Intermediate shafts, material Steel Identification Marks See below. Tube shaft, material Steel Identification Mark 5706
Screw shaft, material Steel Identification Mark A.S. 1-10-25 Steam Pipes, material Steel Test pressure 40 kg/cm² Date of Test 17/12/25

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 carrying and burning oil fuel been complied with ✓

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.)

Identification marks:- Spare crank shaft:- R N° 3352. A.S. 17-7-25
3 intermediate " " " 5148/49+3590. A.S. 1-10-25.
1 " " " 243 A.S. 26-10-25.
Spare propeller " " " 3348. A.S. 1-10-25.

These Engines have been built under special survey in accordance with approved plans and all the Rule requirements have been complied with.

The cylinders have been tested to 19, 10.5 and 3.5 kg/cm²

The shifting as per forging certificates attached.

The machinery of this vessel is worthy, in my opinion, to be classed in this Society's Register, viz:- ~~R~~ LMC. 12, 25, when the safety valves of the

donkey boiler have been adjusted under steam.

Working pressure of main boilers 185 lbs. and of donkey boiler 100 lbs.

Tail shaft N. 12, 25. O.C.

The safety valves of the donkey boiler will be adjusted at Gothenburg on the 28th or 29th instant. The Gothenburg Surveyors have been informed.

The donkey pump [2(6"x4"x6")] will be replaced by a pump of modernized construction, and a small feed pump, separate for the donkey boiler, will also be fitted, probably at Gothenburg. These pumps were not arrived at Landskrona before the vessel left, but the seatings etc. for same are made ready.

The amount of Entry Fee .. Nkr 72:80 : When applied for, 18-12-1925

Special ... Nkr 1020:10 : When received, 23-12-1925

Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :

Committee's Minute TUES. 5 JAN 1926

Assigned + Lmb 12 25
Q. G.

CERTIFICATE WRITTEN

See Endorsement on First Entry

Certificate to be sent to Surveyors Office, Helsingborg

The Surveyors are requested not to write on or below the space for Committee's Minute.