

REPORT ON OIL ENGINE MACHINERY

No. 5442

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Report 11/12 1939 When handed in at Local Office 18/12 1939 Port of Oslo
Survey held at Moss Date, First Survey 18th August Last Survey 29th November 1939
Number of Visits 10

on the Single Screw vessel "HELLESUND" Tons Gross 366
Triple Net 177
Quadruple
made at Delfzijl By whom built Johs. Berg Yard No. _____ When built 1916
Trollhattan By whom made A/S Nydqvist & Holm Engine No. 1093 When made 1939
Boilers made at Fredrikstad By whom made Glommens Tek. Verhsted Boiler No. _____ When made 1939
Horse Power 455 Owners S/S A/S Veritas Port belonging to Oslo
Horse Power as per Rule 118.5 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
For which vessel is intended coasting trade at present.

ENGINES, &c.—Type of Engines _____ 2 or 4 stroke cycle _____ Single or double acting _____
Pressure in cylinders _____ Diameter of cylinders _____ Length of stroke _____ No. of cylinders _____ No. of cranks _____
Rated Pressure _____ Is there a bearing between each crank _____
Revolutions per minute _____ Flywheel dia. _____ Weight _____ Means of ignition _____ Kind of fuel used _____
Crank pin dia. _____ Crank Webs _____ Mid. length breadth _____ Thickness parallel to axis _____
as per Rule _____ as fitted _____ Mid. length thickness _____ shrunk _____ Thickness around eyehole _____
Shaft, diameter _____ Intermediate Shafts, diameter _____ as per Rule _____ Thrust Shaft, diameter at collars _____ as per Rule _____
as fitted _____ as fitted _____ as fitted _____ as fitted _____

Liners, thickness in way of bushes _____ as per Rule _____ Thickness between bushes _____ as per rule _____ Is the after end of the liner made watertight in the _____
as fitted _____ as fitted _____ as fitted _____
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 _____
If so, state type _____ Is an approved Oil Gland or other appliance fitted at the after end of the tube _____
Length of Bearing in Stern Bush next to and supporting propeller _____
dia. 1750 mm Pitch 1200 mm No. of blades 3 Material Cast steel whether Moveable no Total Developed Surface 1.0 sq. feet

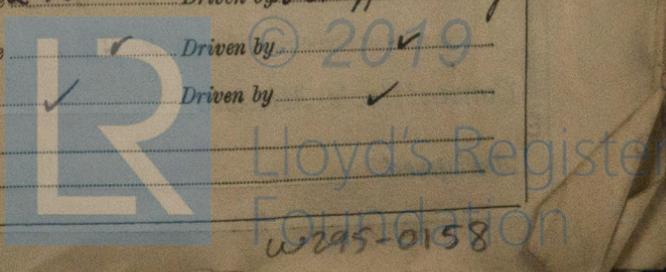
Reversing Engines See Gottenburg Rpt Is a governor or other arrangement fitted to prevent racing of the engine when declutched _____ Means of lubrication _____
Thickness of cylinder liners _____ Are the cylinders fitted with safety valves _____ Are the exhaust pipes and silencers water cooled or lagged with _____
lagging material _____ If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine _____
Water Pumps, No. _____ Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
Pumps worked from the Main Engines, No. See Gottenburg Rpt Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
connected to the Main Bilge Line { No. and Size Two (one driven by main engine) Indep. pump 400 ltr per min
How driven Electric motor

Water led to the bilges no If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping _____
Pumps, No. and size See Gottenburg Rpt Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size _____
Independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge _____
and size:—In Machinery Spaces Two 2", one 2 1/2" In Pump Room _____
Three 2 1/2"

Direct Power Pump Suctions to the Engine Room Bilges, No. and size one 2 1/2"
Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces _____
readily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
Connections fitted direct on the skin of the ship yes, as before Are they fitted with Valves or Cocks yes
Connections sufficiently high on the ship's side to be seen without lifting the platform plates yes Are the Overboard Discharges above or below the deep water line above
Connections 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
Connections through the bunkers yes How are they protected _____
Connections through the deep tanks yes Have they been tested as per Rule _____

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 _____
to another yes Is the Shaft Tunnel watertight _____ Is it fitted with a watertight door _____ worked from _____
Means provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork _____
Compressors, No. See Gottenburg Rpt No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Air Compressors, No. one No. of stages 1 Diameters 2 3/8" Stroke 2 3/8" Driven by belt off aux. eng.
Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Air Pumps, No. See Gottenburg Rpt Diameter _____ Stroke _____ Driven by _____

Engines crank shafts, diameter _____ as per Rule _____ as fitted _____ See Dusseldorp Rpt No 337



AIR RECEIVERS: *See Gothenburg Rpt.*
 Is each receiver, which can be isolated, fitted with a safety valve as per Rule
 Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver
High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual
IS A DONKEY BOILER FITTED? *Yes* If so, is a report now forwarded? *Yes*
 Is the donkey boiler intended to be used for domestic purposes only *Yes*
PLANS. Are approved plans forwarded herewith for Shafting Receivers Separate Tanks *oil fuel 25/8*
 (If not, state date of approval)
 Donkey Boiler *2/10/39* General Pumping Arrangements *29/9/39* Oil Fuel Burning Arrangements *25/8*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*
 State the principal additional spare gear supplied

The foregoing is a correct description,
MOSS MEK. VERKSTED *Halvardsness* Manufacturer.

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - -
 Total No. of visits *10*
 Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft Thrust shaft *29/8 - 29/9/39* Intermediate shafts Tube shaft
 Screw shaft Propeller Stern tube Engine seatings *29/9 - 6/10 - 13/10* Engines holding down bolts *7/10*
 Completion of fitting sea connections Completion of pumping arrangements *24/11* Engines tried under working conditions *29/11*
 Crank shaft, Material Identification Mark *R 110153* Flywheel shaft, Material Identification Mark
 Thrust shaft, Material *SM steel* Identification Mark *29.9.39 P.E.* Intermediate shafts, Material Identification Marks
 Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark
 Is the flash point of the oil to be used over 150° F. *yes*
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *yes*
 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
 Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
 This new oil engine, made by Messrs. S/O Nydqvist & Holm, Trollhättan (Gothenburg Report No 12575) has now been fitted onboard this vessel.
 The work has been carried out in accordance with the approved plans and Secretary's letters concerning the case. The main engine seating was renewed, the fuel tanks were examined during construction and tested on completion by high pressure as per Rules. The oil fuel fittings were fitted in accordance to Rules.
 The auxiliary engine (Busselof Rpt. No 337) was fitted in accordance with Rules. The workmanship throughout is very good. The machinery was examined under full working conditions on a 6-hour trial trip.
 It is recommended that this vessel's machinery be classed *LMC-11.29*

The amount of Entry Fee	.. £ 60/-	When applied for,	
Special	.. £ 198/-	8/12	1939
Donkey Boiler Fee	.. £ :	When received,	
Travelling Expenses (if any)	£ 125/-		19

Phude
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

See Rpn. Rpt. 2837



No records for this vessel available before 1940

Certificate (if required) to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)