

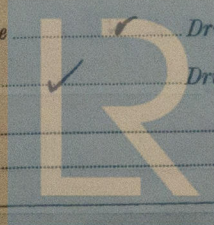
REPORT ON OIL ENGINE MACHINERY

No. 5442

b.

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 Trollhattan By whom built Johs. Berg Yard No. When built 1916
 By whom made A/B Nydqvist & Holm Engine No. 1093 When made 1939
 Boilers made at Fredrikstad By whom made Glommens Tek. Verktsted 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
 Cranks, adjacent to the Crank, measured from inner edge to inner edge
 per minute Flywheel dia. Weight Means of ignition Kind of fuel used
 Shaft, dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
as fitted Mid. length thickness shrunk Thickness around eyehole
 Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted as fitted as fitted
 Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
as fitted as fitted screw
 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
 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 Stroke Can one be overhauled while the other is at work
 connected to the Main Bilge Line No No. and Size Two (one driven by main engine) Indep. pump 400 ltr per min.
How driven Electric motor
 Is 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 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size See Gottenburg Rpt
 Independent means arranged for circulating water through the Oil Cooler 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"
 Main Power Pump Direct 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 yes
 Easily 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
 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
 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
 Pass through the bunkers How are they protected
 Pass through the deep tanks 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
 What means are 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.
 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 See Dusseldorp Rpt No 337



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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. *See Gothenburg Rpt.* Internal diameter. thickness.
Seamless, lap welded or riveted longitudinal joint. Material. *See Gothenburg Rpt.* 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. ✓ *oil fuel* *25/8*
(If not, state date of approval) Separate Tanks. *25/8*
Donkey Boilers. *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 *Halvanderess* 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 *7/11*
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 N° 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 his pressure as per Rules. The oil fuel fittings were fitted in accordance to Rules.
The auxiliary engine (Düsseldorf Rpt. N° 337) was fitted in accordance with Rules. The workmanship throughout is very good. The machinery was run at rated 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, *8/12 1939*
Special *£ 198/-* :
Donkey Boiler Fee *£ :* : When received, *19*
Travelling Expenses (if any) *£ 125/-* : *19*

Committee's Minute

Assigned

See Rpt. Rpt. 2837

Phude
Engineer Surveyor to Lloyd's Register of S



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