

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 7 DEC 1945

Date of writing Report 14 April 1945 When handed in at Local Office 14 April 1945 Port of Copenhagen

No. in Survey held at Elsinore Date, First Survey 28 February 44 Last Survey 2 April 1945  
 Reg. Book. (Number of Visits 27)

on the

Built at Stockholm By whom built a/b Finnbooda Varf Yard No. 332 Tons { Gross -  
 Engines made at Elsinore By whom made a/b Selsings Jernskibs- og Maskinbyggeri Engine No. 410 Net -  
 Boilers made at - By whom made - Boiler No. - When made 1945  
 Registered Horse Power 241 Owners - Port belonging to -  
 Indicated Reciprocating 1325 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -  
 Horse Power as per Rule 400 (and 425) Trade for which Vessel is intended 36?

**ENGINES, &c.**—Description of Engines Vertical engine with 2 HP & 1 LP cylinder char. cut off 45% Revs. per minute 115  
 Dia. of Cylinder 2 HP 400 mm / 1 LP 1000 mm Length of Stroke 950 mm No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 264 mm Crank pin dia. 265 mm Crank webs Mid. length breadth 420 mm Thickness parallel to axis 165 mm  
as fitted 265 mm Mid. length thickness 165 mm Thickness around eye-hole 120 mm

**Intermediate Shafts**, diameter as per Rule **Thrust shaft**, diameter at collars as per Rule  
as fitted as fitted

**Tube Shafts**, diameter as per Rule **Screw Shaft**, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {  
as fitted as fitted as fitted

**Bronze 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 propeller boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

If 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 two 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  
 shaft If so, state type Length of Bearing in **Stern Bush** next to and supporting propeller

**Propeller**, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet

**Feed Pumps** worked from the **Main Engines**, No. Diameter Stroke Can one be overhauled while the other is at work

**Bilge Pumps** worked from the **Main Engines**, No. 2 Diameter 110 mm Stroke 250 mm Can one be overhauled while the other is at work yes

**Feed Pumps** { No. and size } **Pumps** connected to the { No. and size }  
 { How driven } **Main Bilge Line** { How driven }

**Ballast Pumps**, No. and size **Lubricating Oil Pumps**, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the **Oil Cooler** **Suctions**, connected to both **Main Bilge Pumps** and **Auxiliary**  
**Bilge Pumps**;—In Engine and Boiler Room In Pump Room In Holds, &c.

**Main Water Circulating Pump Direct Bilge Suctions**, No. and size **Independent Power Pump Direct Suctions** to the Engine Room Bilges,  
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Are the 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

Are all **Sea Connections** fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Is the 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 compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

**MAIN BOILERS, &c.**—(Letter for record ) Total Heating Surface of Boilers

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters

No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

**PLANS.** Are approved plans forwarded herewith for Shafting yes Main Boilers - Auxiliary Boilers - Donkey Boilers -  
 (If not state date of approval)

Superheaters - General Pumping Arrangements - Oil fuel Burning Piping Arrangements -

## 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.

ACTIESELSKABET

HELSINGØRS JERNSKIBS- OG MASKINBYGGERI

Manufacturer.



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Lloyd's Register

00506-0073/4-0116



Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 27.

Dates of Examination of principal parts - Cylinders 10/6-28/6-20/10-7/11-14/11-1944 4/1-13/3-3/4-12/4-1945

Pistons 3/5-10/6-28/6-20/10-20/2

Piston Rods 24/7-24/8-7/11

Crank shaft 23/2-24/4-3/5-6/6-7/11

Thrust shaft 23/2-10/8-7/11

Tube shaft

Screw shaft

Connecting rods 23/2-12/4-7/11

Intermediate shafts

Propeller

Stern tube

Engine and boiler seatings

Engines holding down bolts

Completion of fitting sea connections

Boilers fixed

Engines tried under steam

Completion of pumping arrangements

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material S.M.P. Steel

Identification Mark 47.11.44

Thrust shaft material S.M.P. Steel

Identification Mark 47.11.44

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Test pressure

Date of Test

Is an installation fitted for burning oil fuel

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

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 yes

If so, state name of vessel

Fellingeng-Lach's Type H-9.5.

General Remarks

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

The above engine (exclusive the con. denses) has been built under special survey in accordance with the Rules and the approved plans and to my satisfaction.

The material used in construction has been tested as required by the Rules and the workmanship is good.

For particulars of exhaust steam turbine please see special report herewith.

The amount of Entry Fee ... £ : :  
Special ... £ 800.00  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ 120.00

When applied for, 16.4.45

When received, 19

J. Langhild, Surveyor.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 10 JAN 1947

Assigned

Su F.E. mch. opt.



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Foundation