

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 22nd May, 1935. When handed in at Local Office 22nd May, 1935. Port of HELSINGBORG.

No. in Survey held at **Helsingborg** Date, First Survey **25th April.** Last Survey **21st May, 1935.**
 Reg. Book. **80987** on the **Steel Single Screw Steamer "MAURITZ". /ex Luksefjell, etc./**
 Built at **Bergen.** By whom built **Bergens Mek. Vaerksted.** Yard No. **192** Tons { Gross **1480.**
 { Net **814.**
 Engines made at **Bergen.** By whom made **Bergens Mek. Vaerksted.** Engine No. **--** When built **1917**
 Boilers made at **Bergen.** By whom made **Bergens Mek. Vaerksted.** Boiler No. **--** when made **1917.**
 Registered Horse Power **850** Owners **Råå Rederi A/B.** Port belonging to **Råå.**
 Nom. Horse Power as per Rule **151** 158 Is Refrigerating Machinery fitted for cargo purposes **No.** Is Electric Light fitted **Yes.**
 Trade for which Vessel is intended **General trade.**

ENGINES, &c.—Description of Engines **Triple expansion.** Revs. per minute **62.**
 Dia. of Cylinders **457-739-1245 mm.** Length of Stroke **838 mm.** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals as per Rule **-- 237** as fitted **241 mm.** Crank pin dia. **241 mm.** Crank webs Mid. length breadth **460 mm.** Thickness parallel to axis **165 mm.**
 Mid. length thickness **165 mm.** shrunk Thickness around eye-hole **109,5 mm.**
 Intermediate Shafts, diameter as per Rule **-- 226** as fitted **228 mm.** Thrust shaft, diameter at collars as per Rule **-- 237** as fitted **230 - 241 mm.**
 Tube Shafts, diameter as per Rule **--** as fitted **--** Screw Shaft, diameter as per Rule **-- 255** as fitted **259 mm.** Is the { tube } shaft fitted with a continuous liner { **Yes.**
 Bronze Liners, thickness in way of bushes as per Rule **-- 15.3** as fitted **13 mm.** Thickness between bushes as per Rule **--** as fitted **13 mm.** Is the after end of the liner made watertight in the propeller boss **Yes, Rubber packing**
 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 **No.** Length of Bearing in Stern Bush next to and supporting propeller **1100 mm.**
 Propeller, dia. **4180 mm.** Pitch **--** No. of Blades **4** Material **Cast I.** whether Moveable **No.** Total Developed Surface **--** sq. feet
 Feed Pumps worked from the Main Engines, No. **2** Diameter **75 mm.** Stroke **419 mm.** Can one be overhauled while the other is at work **Yes**
 Bilge Pumps worked from the Main Engines, No. **2** Diameter **70 mm.** Stroke **419 mm.** Can one be overhauled while the other is at work **Yes**
 Feed Pumps { No. and size **1. 102x150x150 mm. dbl.** Pumps connected to the { No. and size **1. 102x150x150 mm. dbl.**
 { How driven **By steam.** Main Bilge Line { How driven **By steam.**
 Ballast Pumps, No. and size **1. 235x235x250 mm. dbl.** Lubricating Oil Pumps, including Spare Pump, No. and size **None.**
 Are two independent means arranged for circulating water through the Off Cooler **None.** Suctions, connected to both Main Bilge Pumps and Auxiliary **28/5/35**
 Bilge Pumps;—In Engine and Boiler Room **2 - 2½". 2 - 2.1/4". 1 - 4".**
 In Holds, &c. **Fore hold 2 - 2½". After hold 2 - 2½" and 2 - 2.1/4". Tunnel 1 - 2.1/4".**

Main Water Circulating Pump Direct Bilge Suctions, No. and size **1. 100 mm.** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **1. 65 mm.** Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes **Yes.**
 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 **Yes**
 Are all Sea Connections fitted direct on the skin of the ship **yes, & on a stand** Are they fitted with Valves or Cocks **Both.**
 Are they 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**
 Are they 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**
 What Pipes pass through the bunkers **None** 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 **Yes.**
 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 **Yes** Is the Shaft Tunnel watertight **Yes** Is it fitted with a watertight door **Yes** worked from **Upper E.R. platform.**

MAIN BOILERS, &c.—(Letter for record **Yes**) Total Heating Surface of Boilers **2352 sq. m.** 2532
 Is Forced Draft fitted **No.** No. and Description of Boilers **2 multitubular.** Working Pressure **12,7 kg/cm²** 180 lb.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes.**
IS A DONKEY BOILER FITTED? **No.** If so, is a report now forwarded? **--**
PLANS. Are approved plans forwarded herewith for Shafting **Yes.** Main Boilers **Yes** Auxiliary Boilers **--** Donkey Boilers **--**
 (If not state date of approval)
 Superheaters **--** General Pumping Arrangements **--** Oil fuel Burning Piping Arrangements **--**

SPARE GEAR. State the articles supplied:— **1 propeller shaft. 1 cast iron propeller.**
2 connecting rod top end bolts and nuts, 2 ditto for bottom end. 1 slide valve rod.
2 main bearing bolts and nuts. 18 coupling bolts and nuts.
1 set of air-, circulating-, bilge- and feed pump valves.
1 set of feed- and bilge check valves. 1 set of piston rings for IP cylinder.
A number of cylinder and slide valve cover studs and junkring bolts.
A quantity of assorted bolts and nuts. Iron and steel of various sizes.
5 ordinary boiler tubes. Safety valve springs. 5 condenser tubes. Condenser bushes.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

003056-003064-0159

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits. ✓

See Report on form 9.

Examination of principal parts—Cylinders Good. Slides Good. Covers Good.
Pistons Good. Piston Rods Good. Connecting rods Good.
Crank shaft Good. Thrust shaft Good. Intermediate shafts Good.
Tube shaft -- Screw shaft Good. Propeller Good.
Stern tube Good. Engine and boiler seatings Good. Engines holding down bolts Good.
Completion of fitting sea connections Good.
Completion of pumping arrangements Good. Boilers fixed Good. Engines tried under steam Yes.
Main boiler safety valves adjusted Yes, 185 lbs/ " Thickness of adjusting washers No washers, stop nuts.
Crank shaft material Steel. Identification Mark 30-9/5 Thrust shaft material Steel. Identification Mark --
Intermediate shafts, material Steel. Identification Marks -- Tube shaft, material None. Identification Mark --
Screw shaft, material Steel. Identification Mark -- Steam Pipes, material Steel. Test pressure -- Date of Test --
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 -- If so, state name of vessel --

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been carefully examined throughout /See report on Form No.9/. The workmanship is good. The materials are good.

The main- and auxiliary engines have been tried under working condition and found to work satisfactory.

Secretary letter initiated "M" of the 21st January, 1935.

The machinery of this vessel is eligible in my opinion to be classed in the Society's Register Book with record of LMC 5,35 and notation of screwshaft CL 5,35, being in a good and safe working condition at a working pressure of 180 lb. pr sq. inch.

The amount of Entry Fee ... Kr. 200:00.
Special ... £ ✓ : 22/5, 1935.
Donkey Boiler Fee ... £ ✓ :
Travelling Expenses (if any) £ ✓ : 24. 7 1935

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

WED. 12 JUN 1935

TUE. 27 AUG 1935

Assigned

See Hbg. J.E. 913



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