

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 JAN 1937

Date of writing Report 20<sup>th</sup> Jan. 1937. When handed in at Local Office 25<sup>th</sup> Jan. 1937. Port of Malmö  
 No. in Survey held at Landskrona Date, First Survey 6<sup>th</sup> Dec. 1935 Last Survey 18<sup>th</sup> Jan. 1937.  
 Reg. Book No. 87486 on the Single screw steamer "BELE" (Number of Visits 66)  
 Built at Landskrona By whom built Öresundsvarvet Aktiebolag Yard No. 42 Tons { Gross 1237  
 Engines made at Landskrona By whom made Öresundsvarvet Aktiebolag Engine No. 42 Net 638  
 Boilers made at Göteborg By whom made Lindholm - Molala Boiler No. 2578 & 2579 when made 1937  
 Registered Horse Power 975 Owners Stockholms Rederiaktiebolag Svea Port belonging to Stockholm  
 Nom. Horse Power as per Rule 182 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended Stockholm - London - Stockholm.

Engines, &c.—Description of Engines Triple expansion 33 1/2 Revs. per minute 95  
 Dia. of Cylinders 470 x 760 x 1230 mm. Length of Stroke 850 mm. No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 250 mm. Crank pin dia. 260 mm. Crank webs Mid. length breadth 378 mm. Thickness parallel to axis 160 mm.  
as fitted 250 mm. Mid. length thickness shrunk Thickness around eye-hole 110 mm.  
 Intermediate Shafts, diameter as per Rule 238 mm. Thrust shaft, diameter at collars as per Rule 250 mm.  
as fitted 240 mm. as fitted 250 mm.  
 Tube Shafts, diameter as per Rule 287 mm. Screw Shaft, diameter as per Rule 290 mm. Is the tube shaft fitted with a continuous liner { no liner }  
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 Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes  
 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 Yes  
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after  
Yes end of the tube shaft Yes Length of Bearing in Stern Bush next to and supporting propeller 1360 mm.  
 Propeller, dia. 3560 mm. Pitch 4350 mm. No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 40.9 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 75 mm. Stroke 420 mm. Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 75 mm. Stroke 420 mm. Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size 2-6" x 4 1/4" x 6" Duplex. 1 Inject. Pumps connected to the { No. and size 2-6" x 6" x 6" Duplex & 7" x 8" x 8" Duplex.  
How driven Steam Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size 1-7" x 8" x 8" Duplex Lubricating Oil Pumps, including Spare Pump, No. and size 1-3 1/2" x 3" x 4" Duplex.  
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 2-2 1/2" 1-2 1/2" in middle of tunnel. 1-2 1/2" in tunnel well.  
 In Holds, &c. 2-3" in fore hold. 2-3" and 2-2 1/2" in after hold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-5" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1-3 1/2" 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 No. See Sec. Ltr. of the 23-12-36.  
 Are all Sea Connections fitted direct on the skin of the ship Yes 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 Below.  
 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 Yes  
 What pipes pass through the deep tanks Yes Have they been tested as per Rule Yes  
 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 eng. platform.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2 x 1166 = 2332 m<sup>2</sup> = 2510 sq. ft.  
 Is Forced Draft fitted Yes No. and Description of Boilers 2 multitubular Working Pressure 14 kg. cm<sup>2</sup>  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes. See Göteborg Rpt. 5a, No. 10785!  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting 14-4-1936 Main Boilers 20-11-1935 Auxiliary Boilers Yes Donkey Boilers Yes  
 (If not state date of approval)  
 Superheaters 8-2-1936 General Pumping Arrangements 30-1 & 4-12-1936 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—2 crosshead bearing bolts and nuts. 2 crank pin bearing bolts and nuts. 2 main bearing bolts and nuts. 1 set of coupling bolts and nuts for one coupling. 1 set of feed and bilge pump valves. 1 set of piston rings for H.P., I.P. and L.P. pistons. 6 studs and nuts for cylinder covers and 4 ditto for slide valve covers. 1 air pump rod and 2 valves. 1 impeller wheel with shaft for the circulating pump. 1 complete valve for donkey and ballast pump. 1 propeller shaft and 1 propeller (of cast steel). 1 set of check valves for main and donkey feed valves. 4 safety valve springs. 12 watergauge glasses and packings. 10 ordinary and 3 stay tubes. Wire bars for one furnace. A quantity of assorted bolts and nuts. Iron of various sizes.

The foregoing is a correct description,

ÖRESUNDSVARVET

AKTIEBOLAG

b. a. H. S. dell

Manufacturer.

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Foundation

003525-003532-0165



Hbg:- 6/12. 19/12. 21/12. 30/12-1935. 15/1. 22/1. 1/2. 3/2. 6/2. 13/2. 14/2. 5/3. 17/3. 13/3. 26/3. 28/3. 30/3. 7/4. 23/4. 27/4. 30/4. 3/5. 8/5. 20/5. 4/6. 9/6. 12/6. 14/6. 15/6. 18/6. 23/6. 27/6. 7/7. 6/7. 21/7. 22/7. 30/7. 31/7. 14/8-1936 Mmo:- 23/7. 8/8. 18/8. 31/8. 9/9. 12/9. 11/10. 8/10. 17/10-1936.

Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits 66.

Dates of Examination of principal parts - Cylinder 6/12. 19/12. 21/12. 30/12-1935. 15/1. 22/1. 1/2. 3/2. 6/2. 13/2. 14/2. 5/3. 17/3. 13/3. 26/3. 28/3. 30/3. 7/4. 23/4. 27/4. 30/4. 3/5. 8/5. 20/5. 4/6. 9/6. 12/6. 14/6. 15/6. 18/6. 23/6. 27/6. 7/7. 6/7. 21/7. 22/7. 30/7. 31/7. 14/8-1936 Mmo:- 23/7. 8/8. 18/8. 31/8. 9/9. 12/9. 11/10. 8/10. 17/10-1936.  
Pistons 13/2. 14/2. 13/3. 28/3-1936 Piston Rods 15/1. 12. 13/2. 13/3. 28/3-1936 Connecting rods 15/1. 13/2. 13/3-1936.  
Crank shaft 27/12-1935. 9/2. 13/2. 7/4. 9/10-1936 Thrust shaft 24-7-1936 Intermediate shafts 14-10-1936  
Tube shaft ✓ Screw shaft 1-10-1936 Propeller 1-10-1936  
Stern tube 1-10-1936 Engine and boiler seatings 19/9 - 26/9. 1936 Engines holding down bolts 20/10. 26/10-1936.  
Completion of fitting sea connections 1-10-1936.  
Completion of pumping arrangements 16-1-1937 Boilers fixed 24-7-1936 Engines tried under steam 18-1-1937.  
Main boiler safety valves adjusted 5-1-1937 Thickness of adjusting washers Stop mts.  
Crank shaft material Steel Identification Mark 1064/5/6 T9/EB 5-10-36 Thrust shaft material Steel Identification Mark 26 JCD 24-7-36  
Intermediate shafts, material Steel Identification Marks 108/9/10/11. 1018 SPARE SCREW Identification Mark 5282. 9S 25-11-36  
Screw shaft, material Steel Identification Mark 5281 9S. 1-10-36 Steam Pipes, material Steel Test pressure 45 kg. cm<sup>2</sup> Date of Test 8-12-1936  
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 built under Special Survey in accordance with the Rules and the approved plans.

It is recommended that the machinery of this vessel be classed in the Register Book of this Society, viz:- ~~MC~~ LMC 1.37 O.G.  
2 SB (2 Spt). Boiler pressure 200 lbs. per sq. inch.  
Forgings as per reports enclosed herewith.

Certificate to be sent to Surveyor's Office, Malmö.

The amount of Entry Fee ... £ 54.60  
1/5 of Special & D.B. inst... £ 165.62  
Donkey Boiler Fee due to Hbg. £ 331.24  
Travelling Expenses (if any) £ 3.2 37 4/2

When applied for, 25<sup>th</sup> Jan. 1937.  
When received, 3.2 37 4/2

For Mr. G. Westerberg, late Mr. T. Åkesson & sons  
Adolfson, A. Börning.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Secy. Memo. Rph 1327

TUE 9 FEB 1937

+ LMC 1-37 Spt  
20, O.G.



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