

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 29th Dec 1947 When handed in at Local Office

Port of Copenhagen

No. in Survey held at Copenhagen

Date, First Survey 14th Nov 1947 Last Survey 20th Dec 1947

Reg. Book.

(Number of Visits 6.)

Gross 1398

21768 on the Single Se. CLARA

Tons Net 798

Built at Rice

By whom built Laval & Laverne

Yard No. 669

When built 1925

Engines made at Rice

By whom made Laval & Laverne

Engine No. 775

When made 1925

Boilers made at Rice

By whom made Laval & Laverne

Boiler No. 408-9

When made 1925

Registered Horse Power 650

Owner's S. Schyner (Sole & W. Schyner)

Port belonging to Copenhagen

Nom. Horse Power as per Rule 159 = MN

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which Vessel is intended Open Sea Service - general cargo

16 1/2 x 26 3/4 x 43 9/16 - 29 1/2

ENGINES, &c. — Description of Engines Vertical 3 ple expansion
 Dia. of Cylinders 420-680-1100 Length of Stroke 750 No. of Cylinders 3 Revs. per minute 90
 Crank shaft, dia. of journals as per Rule 217 as fitted 229 Crank pin dia. 229 Crank webs Mid. length breadth 368 shrunk Thickness parallel to axis 145 Thickness around eye-hole 107.5
 Intermediate Shafts, diameter as per Rule 206.5 as fitted 206 Thrust shaft, diameter at collars as per Rule 230 as fitted 230
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 232.6 as fitted 242 Is the shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 14.6 as fitted 15 Thickness between bushes as per Rule 11 as fitted 10.5 Is the after end of the liner made watertight in the 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 fitting
 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 1030
 Propeller, dia. 3750 Pitch 3230 No. of Blades 4 Material Bronze whether Movable no Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 70 Stroke 350 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 70 Stroke 350 Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 1 off duplex 110 x 150 x 150 Pumps connected to the Main Bilge Line No. and size 2 single 200 x 100 x 100 How driven by steam
 Ballast Pumps, No. and size 1 off duplex 190 x 230 x 300 Lubricating Oil Pumps, including Spare Pump, No. and size 1 off duplex 190 x 230 x 300
 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 2 off 60 — 1 off 60 from tunnel (1 off 60 from engine room bilge pumps)
 In Pump Room In Holds, &c. 2 off 60 from each hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 off 4" (Same as circulation pump suction) Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 off 4" (Same as circulation pump suction)
 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 Are they fitted with Valves or Cocks valves
 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 top of eng room

MAIN BOILERS, &c. — (Letter for record) Total Heating Surface of Boilers 202 m² Spth. 80 m² Comm. 8 m²

Which Boilers are fitted with Forced Draft none

Which Boilers are fitted with Superheaters both

No. and Description of Boilers 2 off single vertical multi-tube

Working Pressure 13 kg/cm²

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no

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 (If not state date of approval)

Main Boilers yes

Auxiliary Boilers —

Donkey Boilers —

Superheaters yes

General Pumping Arrangements yes

Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied. as per Rules

State the principal additional spare gear supplied

H.S. per boiler = 1087

Sph = 430.5

Comm = 43

Total for 2 Boilers per Reg. Rk = 3078

1087
1087
430.5
430.5
43
3078

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

608079-008086-0284

During progress of work in shops - -
 Dates of Survey while building - - -
 During erection on board vessel - - -
 Total No. of visits **6.**

14/11 - 17/11 - 20/11 - 2/12 - 20/12 - 1947

Dates of Examination of principal parts—Cylinders 14/11 Slides 14/11 - 17/11 - 20/11 Covers 14/11 - 17/11 - 20/11
 Pistons 14/11 - 17/11 - 20/11 Piston Rods 14/11 - 17/11 - 20/11 Connecting rods 14/11 - 17/11 - 20/11
 Crank shaft 14/11 Thrust shaft 14/11 - 20/11 Intermediate shafts 14/11
 Tube shaft - Screw shaft 14/11 - 2/12 Propeller - 14/11 - 2/12
 Stern tube 14/11 Engine and boiler seatings 14/11 Engines holding down bolts 14/11

Completion of fitting sea connections 14/11 Boilers fixed - Engines tried under steam 20/12
 Completion of pumping arrangements 14/11 Thickness of adjusting washers -
 Main boiler safety valves adjusted 20/12
 Crank shaft material - Identification Mark - Thrust shaft material - Identification Mark
 Intermediate shafts, material - Identification Marks - Tube shaft, material - Identification Mark
 Screw shaft, material - Identification Mark - Steam Pipes, material *Steel* Test pressure 320 lbs Date of Test 27/11-47
 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 the use of oil as fuel been complied with -
 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 *no* If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c. *The above machinery has been specially surveyed and found in a good efficient working condition*

The samplings have been checked.
The additionalizing section to starboard side of the machinery space required in the Secretary's letter E dated 10/6-47 has not been fitted.
The owner have requested that this section may be dispensed with

| | | | |
|--------------------------------|---|---|-------------------|
| The amount of Entry Fee ... £ | : | : | When applied for, |
| Special £ | : | : | 19..... |
| Donkey Boiler Fee ... £ | : | : | When received, |
| Travelling Expenses (if any) £ | : | : | 19..... |

Committee's Minute
 Assigned
 See minute on form 9

J. Langhorne Jones.
 Engineer Surveyor to Lloyd's Register of Shipping.