

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 6 JUN 1946

Date of writing Report

19

When handed in at Local Office

3 June 1946

Port of

Sunderland.

No. in Survey held at  
Reg. Book.

Sunderland

Date, First Survey 19 Sep. 45

Last Survey 30<sup>th</sup> May 1946

(Number of Visits 94)

on the

"GALEOMMA"

Built at

Sunderland

By whom built J.L. Thompson &amp; Sons Ld.

Yard No. 643.

Tons Gross 5042

Net 2432

When built 1946.

Engines made at

Sunderland

By whom made G. Clark (1938) Ld.

Engine No. 1384.

When made 1946.

Boilers made at

Renfrew &amp; Greenock

By whom made Babcock &amp; Wilcox &amp; J. Kirkaldy

Boiler No. 1838 A &amp; B.

When made 1946.

Registered Horse Power

Owners N.Y. Lussacnoche Schepvaert Maats.

Port belonging to

Willemstad.

Nom. Horse Power as per Rule

430

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

Tanker.

Engines, &amp;c.—Description of Engines

Twin screw triple expansion.

Revs. per minute

Dia. of Cylinders

21½" - 36" - 61"

Length of Stroke 39"

No. of Cylinders 6

No. of Cranks 6

Crank shaft, dia. of journals

as per Rule 11.959"

Crank pin dia. 12¾"

Crank webs

Mid. length breadth 11-9"

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule 11.39"

as fitted 12¾"

Thrust shaft, diameter at collars

as per Rule 12.55"

as fitted 12¾"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 12¾"

Is the tube shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule 23/32"

Thickness between bushes

as per Rule 17/32"

Is the after end of the liner made watertight in the

one length.

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

—

Propeller, dia.

14'-0"

Pitch 13-42-15-86"

No. of Blades 4

Material Bronze

whether Moveable No.

Total Developed Surface 42.4 sq. feet

Feed Pumps worked from the Main Engines, No.

none

Diameter 7½"

Stroke 6¾"

Can one be overhauled while the other is at work

Yes.

Bilge Pumps worked from the Main Engines, No.

two

Diameter 4½"

Stroke 6¾"

Can one be overhauled while the other is at work

Yes.

Feed Pumps

No. and size two 10" x 13½" x 24"

How driven Steam

Pumps connected to the Main Bilge Line

No. and size Ballast Pumps + 2 main engine pumps.

How driven Steam

Ballast Pumps, No. and size

1 @ 10" x 12" x 12"

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

—

Suctions, connected to both Main Bilge Pumps and Auxiliary

—

Are two independent means arranged for circulating water through the Oil Cooler

—

In Engine and Boiler Room

1 aft in ERQ 3", 2 @ 3" in Bl. Rm.

In Holds, &amp;c.

(Tanker.)

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 11"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 @ 4"

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 they fitted with Valves or Cocks

Both.

Are the Overboard Discharges above or below the deep water line

Below.

Are all Sea Connections fitted direct on the skin of the ship

Yes.

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes.

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes.

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes.

How are they protected

—

Have they been tested as per Rule

Yes.

Do all Pipes pass through the bunkers

none

Do 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

(Tanker)

Is the Shaft Tunnel watertight

none.

Is it fitted with a watertight door

—

worked from

—

MAIN BOILERS, &amp;c.—(Letter for record)

W.T.

Total Heating Surface of Boilers

10640 sq.

Which Boilers are fitted with Forced Draft

Both.

Which Boilers are fitted with Superheaters

none.

Working Pressure

220 lbs/sq.

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

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

—

Superheaters

General Pumping Arrangements

Retained for Sinter

Oil fuel Burning Piping Arrangements

Retained for Sinter

Vessel.

SPARE GEAR.

Was the spare gear required by the Rules been supplied

Yes.

Date the principal additional spare gear supplied

2 C. 1. Propellers (one right &amp; one left handed), 1 Prop. Shaft, 1 Sec. Shaft

Sheave with bolts &amp; nuts, 1 Guide shoe with bolts, 1 Complete Set Piston Packing rings &amp; Springs for

one engine, 1 Piston rod, 1 Pair top end bearings, 1 Pair bottom end bearings, 1 Spill valve spindle

Slide block, 1 Bilge pump plunger for M.S., 1 Set bilge pump valves &amp; seats, 2 both end bolts &amp; nuts

2 main bearing bolts &amp; nuts, 4 top end bolts &amp; nuts, 1 Set Coupling bolts &amp; nuts, 1 Set Metallic Packing

bearing parts for each Piston rod &amp; valve spindle for one engine, 1 Set valves, guards &amp; Springs for

one main fuel pump, ditto for aux. fuel pump &amp; ballast pump, General service pump &amp; swap.

fuel pump, Impeller &amp; shaft for Circ. Pump, Eight air heater tubes, 8 large &amp; 14 small tubes for

boilers, 12 handhole fittings for headers, 2 Safety Valve Springs

V.C. V.C.

The foregoing is a correct description.

GEORGE CLARK (1938) LTD.

Archd. J. Perry

Manufacturer.

DIRECTOR &amp; GENERAL MANAGER.

Lloyd's Register

Foundation

002830-002837-0069

© 2021



Rpt. 5  
ate of wri  
No. in  
Reg. Bk  
Built at  
Engines  
Boilers  
Nominat  
WAT  
Date of  
of Boil  
No. of  
Is force  
No. and  
each boi  
Are the  
Smalles  
Steam  
Range  
Cir. se  
Lap of  
Diamet  
Workin  
Radius  
in each  
welded  
long. s  
Perce  
Perce  
Tensil  
Size of  
Mater  
Thick  
Insid  
Descr  
butt st  
Work  
Thick  
SUL  
Thick  
or fla  
long.  
Perce  
Perce  
Thick  
Work  
Date  
No. c  
Pres  
Spa

1945. Sep. 19. Oct. 5, 12, 15, 17, 22, 26. Nov. 1, 5, 7, 8, 9, 12, 13, 15, 19, 21, 22, 24, 27, 30. Dec. 4, 6, 7, 10, 11, 12, 17, 20, 21, 27  
During progress of work in shops - -  
1946. Jan. 4, 7, 8, 9, 10, 11, 15, 16, 17, 18, 21, 22, 23, 24, 25, 28, 30, 31. Feb. 4, 7, 8, 11, 18, 19, 20, 22, 25, 26, 27, 28  
During erection on board vessel - -  
Mar. 1, 4, 7, 8, 11, 12, 13, 18, 19, 20, 21, 22, 25, 27. Apr. 1, 4, 9, 10, 12, 17, 18, 22, 25, 26, 29. May 2, 1, 6, 8, 10, 22, 30.  
Total No. of visits 94

Dates of Examination of principal parts - Cylinders PORT 7/12/45 HP 27/12/45 MP 4/12/45 LP 11/2/46  
Pistons 15/1/46 Piston Rods 9/11/45 4/1/46 Connecting rods 11/2/46  
Crank shaft 21/11/45 ST 10/12/45 Thrust shaft 9/11/45 Intermediate shafts 18/1/46  
Tube shaft - Screw shaft P. 27/11/45 S. 6/12/45 Propeller P. 19/2/46 S. 25/2/46  
Stern tube P. 31/12/45 S. 9/1/46 Engine and boiler seatings 20/2/46 Engines holding down bolts 25/4/46  
Completion of fitting sea connections 16/1/46  
Completion of pumping arrangements 21/5/46 Boilers fixed 27/2/46 Engines tried under steam 10/5/46 & 30/5/46  
Main boiler safety valves adjusted 10/5/46 Thickness of adjusting washers P. Blw. P. 7/16 S. 7/16 St. Blw. P. 7/16 S. 7/16  
Crank shaft material Ingot Steel Identification Mark S.D. N° 1384 A HNF 21/4/45 Thrust shaft material Ingot Steel Identification Mark S.D. N° 5910 A HNF 9/11/45  
Intermediate shafts, material Ingot Steel Identification Mark S.D. N° 6094 A HNF 18/1/46 Tube shaft, material - Identification Mark - 9/11/45  
Screw shaft, material Ingot Steel Identification Mark P. N° 5916 HNF 27/11/45 Steam Pipes, material S.D. Steel Test pressure 660 lb Date of Test 17/4/46  
Is an installation fitted for burning oil fuel Yes. Is the flash point of the oil to be used over 150°F. Yes.  
Have the requirements of the Rules for the use of oil as fuel been complied with Yes.  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo (Tanker) 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 Not desired.  
Is this machinery duplicate of a previous case If so, state name of vessel

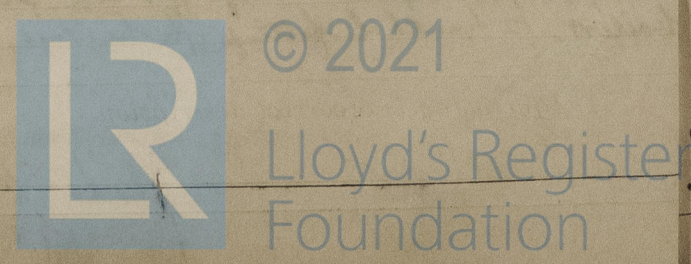
General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been built under Special Survey in accordance with the approved Plans & the rules of the Society. The materials & workmanship are good. It has been securely fitted on board the vessel & stood under working conditions alongside quay & at sea with satisfactory results. The boilers (as per Census Rpt. N° 23261) have been erected & completed on board, tested by hydraulic pressure of 300 lbs. & found tight & sound at that pressure, fitted to burn oil fuel (F.P. above 150°F), Section 2 of the rules has been complied with. Safety valves adjusted to working pressure in accordance with rule requirements.

The machinery is now eligible in my opinion to have notation LMC 5.46, T.S. (CL), 2 H.T. 220 lbs. fitted to burn oil fuel (F.P. above 150°F) 5.46.

The amount of Entry Fee ... £ 6 : : When applied for, 4 JUN 1946  
3/5 Special ... £ 66 : 18 : :  
Donkey Boiler Fee ... £ : : : When received,  
Travelling Expenses (if any) £ : : : 19

Committee's Minute FRL 5 JUL 1946  
Assigned + LMC 5.46.  
Fitted for oil fuel, 5.46 flash point above 150°F. F.D. C.L. O.G. 2 WTB 220 lb.

J. H. Brown.  
Engineer Surveyor to Lloyd's Register of Shipping.



SUNDERLAND.

Certificate to be sent to

The Surveyors are requested not to write on or below the space for Committee's Minute.