

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 5th Jan. 1948. When handed in at Local Office 9th Jan. 1948. Port of MIDDLESBROUGH.
 No. in Survey held at SUNDERLAND 24 Sep 1947. Date, First Survey 17th Dec. 1946. Last Survey 8th March 1948.
 Reg. Book 17th Dec. 1946. (Number of Visits 16). Tons { Gross 5042, Net 2432.
 on the S.S. "GOMPHIA". Yard No. 855. When built 1948.
 Built at Sunderland. By whom built J.L. Thompson. Engine No. 626. When made 1948.
 Engines made at South Bank. By whom made Smith's Dock Co. Ltd.. Boiler No. 539. When made 1948.
 Boilers made at Greenock. By whom made John G. Kincaid. Port belonging to Anglo Saxon Petroleum Co.
 Registered Horse Power 730 M.N.. Owners Anglo Saxon Petroleum Co.. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which vessel is intended Tanker.

ENGINES, &c.—Description of Engines Steam Reciprocating Twin Screw. Revs. per minute 90.
 Dia. of Cylinders 21 1/2" 36" 61". Length of Stroke 39". No. of Cylinders 3 each engine. No. of Cranks 3 each engine.
 Crank shaft, dia. of journals as per Rule 11.24. Crank pin dia. 1'0 1/2". Crank webs Mid. length breadth 1'0". Thickness parallel to axis 8".
 as fitted 1'0 1/2". Crank webs Mid. length thickness 8". Thickness around eye-hole 5.5/8".
 Intermediate Shafts, diameter as per Rule 11.59. Thrust shaft, diameter at collars as per Rule 11.94.
 as fitted 12 1/2". Is the tube shaft fitted with a continuous liner Yes.
 Tube Shafts, diameter as per Rule 12.33. Screw Shaft, diameter as fitted 12 1/2".
 as fitted 11 1/16". Thickness between bushes as per Rule 23/32". 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 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 end of the tube
 at Yes. If so, state type Viscous (Lubricators). Length of Bearing in Stern Bush next to and supporting propeller 4' 11 1/2".
 Propeller, dia. 14'0". Pitch 12' 38". No. of Blades 4. Material Brass. whether Moveable No. Total Developed Surface 72.4 sq. feet.
 Feed Pumps worked from the Main Engines, No. None. Diameter None. Stroke None. Can one be overhauled while the other is at work Yes.
 Bilge Pumps worked from the Main Engines, No. One each. Diameter 7 1/2". Stroke 6 1/2". Can one be overhauled while the other is at work Yes.
 Feed Pumps { No. and size Two 1 1/2" x 10" x 24" stroke. Pumps connected to the { No. and size One 10" x 12" x 12" Two 7 1/2" x 6 1/2" stroke.
 How driven Independent steam. Main Bilge Line { How driven One Independent steam Two main engines.
 Ballast Pumps, No. and size One 10" x 12" x 12". Lubricating Oil Pumps, including Spare Pump, No. and size None fitted.
 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 2-3" dia (1P+1S). after well 1-3" dia.
 In-Pump Room None. In Holds, &c. None.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-11" dia. 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 all Sea Connections fitted direct on the skin of the ship no (leaves). 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 None.
 What pipes pass through the deep tanks None. 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 Is the Shaft Tunnel watertight. Is it fitted with a watertight door worked from.

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 10620.
 Which Boilers are fitted with Forced Draft Both. Which Boilers are fitted with Superheaters None.
 No. and Description of Boilers 2- W.T.B.. Working Pressure 220 lb/12".
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes.
 Can the donkey boiler be used for domestic purposes only Yes.

PLANS. Are approved plans forwarded herewith for Shafting Yes. Main Boilers Yes. Auxiliary Boilers Yes. Donkey Boilers Yes.
 (If not state date of approval)
 Superheaters None. General Pumping Arrangements None. Oil fuel Burning Piping Arrangements None.

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.
 State the principal additional spare gear supplied MP + LP Piston rings (L+C).
1 main Piston rod.
1 valve spindle.
1 Eccentric sheave.
1 Eccentric strap.
1 Guide shoe.
1 new shaft.

The foregoing is a correct description. FOR SMITH'S DOCK CO. LTD.

Manufacturer.
ENGINE WORKS MANAGER

002978-002988-0098

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Lloyd's Register

Foundation

REPORT ON STEAM RECIPIRING ENGINE

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts - Cylinders 25.2.47 to 22.5.47. Slides 17.3.47. Covers 25.2.47 to 7.3.47.

Pistons 4.3.47. Piston Rods 20.3.47. Connecting rods 20.3.47.

Crank shaft 27.3.47. Thrust shaft 12.12.47. Intermediate shafts 12.12.47.

Tube shaft 30.9.47. Propeller 23.10.47.

Stern tube 21.10.47. Engine and boiler seatings. Engines holding down bolts 12.12.47.

Completion of fitting sea connections.

Completion of pumping arrangements 5-3-48. Boilers fixed 4.12.47. Engines tried under steam 5-3-48.

Main boiler safety valves adjusted 24-2-48. Thickness of adjusting washers PV 7/16 SV 1 1/2.

Crank shaft material Steel. Identification Mark 1199/9 JCB. Thrust shaft material Steel. Identification Mark 1197 JCB.

Intermediate shafts, material Steel. Identification Marks 1199/9 JCB. Tube shaft, material Steel. Identification Mark.

Screw shaft, material Steel. Identification Mark 1199 JCB. Steam Pipes, material Steel. Test pressure 150 lbs per sq. in. Date of Test 20.11.47 to 19.12.47.

Is an installation fitted for burning oil fuel Yes. 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 yes.

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 "Gena" "Gari" etc.

General Remarks (State quality of workmanship, opinions as to class, etc.)

The engines of the vessel have been built under special survey and the materials and workmanship are good.

These engines have been securely fitted aboard, and the vessel is now returning to Messrs. J.L. Thompson, Sunderland, for completion.

On completion the machinery will be eligible for record of LMC with date and TS. (CL) with date.

Fitted forced draught and fitting for burning oil fuel with date, flash point above 150° F.

Spare gear checked.
Pumping arrangements tested and found in order.
Steam fire extinguishing line tested and found in order.
Machinery tried under working conditions and found satisfactory.

The survey now being completed, the machinery is in our opinion eligible as recommended by the Middleborough Surveyors for Records of LMC and TS (CL) with date.

J Grieve
Sunderland

The amount of Entry Fee ... £ : : When applied for, 9.1.19.

Special ... £ 88 : 16 : When received, 19.

Donkey Boiler Fee ... £ : : 19.

Travelling Expenses (if any) £ : : 19.

Committee's Minute ... FRI. 16 APR 1948

Assigned + LMC 3.48.
FITTED FOR OIL FUEL 3.48 FLASH POINT ABOVE 150°F, F.D. C.L. 2 WTA 2206.