

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 4th Jan. 1950 When handed in at Local Office 14th Jan. 1950 Port of MIDDLESBROUGH
 No. in Survey held at MIDDLESBROUGH Date, First Survey 3rd Feb. Last Survey 30th Dec. 1949
 Reg. Book (Number of Visits 60)
 on the t.s.s. "GLESSULA" Tons { Gross 5017.26
 Net 2352.13
 Built at South Bank By whom built Messrs. Smith's Dock Co. Ltd. Yard No. 1186 When built 1949
 Engines made at South Bank By whom made Messrs. Smith's Dock Co. Engine No. 652 When made 1949
Glasgow Babcock & Wilcox Con. 6/1959
 Boilers made at Greenock By whom made J.G. Kincaid & Co. Ltd. Boiler No. 351 When made 1948
Service - 3800 N.V. Curacao'sche Scheepvaart Con. 351
 Registered Horse Power Maximum - 4200 Owners Maatschappij Eemstadv. Curacao Port belonging to Willemstad
 m. Horse Power as per Rule 730 MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 ade for which vessel is intended Tanker

GINES, &c.—Description of Engines Triple Expansion Steam Reciprocating (2 sets) Ser. 90
 of Cylinders 21 1/2", 36", 61" Length of Stroke 39" No. of Cylinders 3 Each Engine No. of Cranks 3 Each engine Revs. per minute Max. 95
 as per Rule 11.94 Crank pin dia. 12 3/4" Mid. length breadth 119" Thickness parallel to axis 8" (L.P. 8 1/4")
 ank shaft, dia. of journals 12 3/4" Crank webs 8" (L.P. 8 1/4") shrunk Thickness around eye-hole 5 5/8"
 as fitted 11.39" Thrust shaft, diameter at collars 11.94"
 as per Rule 12 3/4" as fitted 12 3/4"
 Intermediate Shafts, diameter 12 3/4"
 as fitted 12 3/4"
 e Shafts, diameter 12 3/4"
 as fitted 12 3/4"
 Screw Shaft, diameter 12 3/4"
 as fitted 12 3/4"
 Is the tube screw shaft fitted with a continuous liner Yes
 as per Rule 11/16" Thickness between bushes 1/2"
 as fitted 27/32" as fitted 17/32"
 Is the after end of the liner made watertight in the
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 e 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
 o 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-Yes If so, state type Vickers Vista Gland Length of Bearing in Stern Bush next to and supporting propeller 4' - 11 3/8"
 14'0" Pitch 15.86/13.42 No. of Blades 4 Material Bronze whether Moveable Solid Total Developed Surface 72.4 sq. feet
 Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
 Pumps worked from the Main Engines, No. 1-Each Eng Diameter 7 1/2" Stroke 6 1/2" Can one be overhauled while the other is at work Yes
 { No. and size 2 - 13 1/2" x 10" x 24" Pumps connected to the { No. and size 1-10" x 12" x 12" and 2 - 7 1/2" x 6 1/2"
 How driven Independent steam driven Main Bilge Line { How driven Independent steam M.E. Driven.
 t Pumps, No. and size 1 - 10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size -
 o independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps:—In Engine and Boiler Room 3 - 3" bilge suction, 1-2" cofferdam suction, 2-2" bilge suction
 mp Room 1-3" suction In Holds, &c. 1-6" fore peak, 1-4" aft peak, (1-2 1/2" fore hold)
6" ford. main cofferdam. B & Blst. pump room
 Water Circulating Pump Direct Bilge Suctions, No. and size 1-11" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 d size 1 - 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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
 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 y 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
 y 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
 Pipes pass through the bunkers None How are they protected -
 Pipes pass through the deep tanks None Have they been tested as per Rule -
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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
 ment to another Yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door - worked from -

BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers 10,640 sq. ft.
 Boilers are fitted with Forced Draft Both Which Boilers are fitted with Superheaters None
 Description of Boilers 2 B & W Type Water Tube Working Pressure 220 lbs per sq. in.

REPORT ON MAIN BOILERS NOW FORWARDED?

DONKEY BOILER FITTED? No If so, is a report now forwarded? No
 donkey boiler be used for domestic purposes only -
 S. Are approved plans forwarded herewith for Shafting No Main Boilers No Auxiliary Boilers No Donkey Boilers No
 (If not state date of approval)

General Pumping Arrangements No Oil fuel Burning Piping Arrangements No
SPARE GEAR. Plans retained for duplicate ships.

Spare gear required by the Rules been supplied Yes
 principal additional spare gear supplied 1 - Eccentric strap and 1 - sheave complete with bolts.
1 - guide shoe with bolts
1 - piston rod
1 - set coupling bolts and nuts
1 - Impeller shaft for circulating pump.

The foregoing is a correct description.

FOR SMITH'S DOCK CO. LTD.

ENGINE WORKS MANAGER.

Manufacturer.



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Lloyd's Register
Foundation

003401-003408-0260

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

1949.
Feb. 3, 15, Mar. 15, May, 24, June, 7, 22, 28, July, 7, 12, 28, 29, Aug. 2, 3, 4, 5, 7, 15, 17, 28, 29, Sept. 1, 15, 16, 17, 28, 29, Oct. 3, 12, 13, 17, 18, 21, 24, Nov. 7, 10, 11, 14, 15, 16, 17, 28, 29, Dec. 1, 6, 7, 9, 13, 14, 15, 16, 18, 21, 22, 29, 30.
60.
17.8.49, 9.12.14.16.26. & 29.9.49
Slides 9.9.49 & 21.10.49 Covers 9.9.49 & 21.10.49
Dates of Examination of principal parts—Cylinders 28.9.49 & 21.10.49 Piston Rods 28.9.49 & 17.11.49 Connecting rods 28.9.49 & 17.11.49
Pistons 28.9.49 & 21.10.49 Thrust shaft 7.11.49 Intermediate shafts 7.11.49
Crank shaft 28.9.49 & 17.10.49 Screw shaft 2.5. & 7.8.49 Propeller 2.5. & 7.8.49
Tube shaft - - - Engine and boiler seatings 7.11.49 Engines holding down bolts 7.11.49
Stern tube 3 & 4.8.49
Completion of fitting sea connections 7.8.49 Boilers fixed 10.11.49 Engines tried under steam 18.22 & 29.12.49
Completion of pumping arrangements 21.12.49 Thickness of adjusting washers Port Blr. P. 13/64" S. 21/64" Star. Blr. P. 13/64" S. 21/64" S. 3/8"
Main boiler safety valves adjusted 18.12.49 Identification Mark 2705 & 2709 Thrust shaft material O.H. Steel Identification Mark 2986 & 2987
Crank shaft material O.H. Steel Identification Mark 2988 & 2989 Tube shaft, material J.C.B. Identification Mark 24.5.49
Intermediate shafts, material O.H. Steel Identification Marks 2990 & 2991 J.C.B. Steam Pipes, material Steel Test pressure 675 lbs per sq. in. Date of Test 24.10.49
Screw shaft, material O.H. Steel Identification Mark 2990 & 2991 J.C.B. Is the flash point of the oil to be used over 150° F. Yes
Is an installation fitted for burning oil fuel Yes - Steam fire extinguishing fitted and tested
Have the requirements of the Rules for the use of oil as fuel been complied with Yes - Steam fire extinguishing fitted and tested
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with "Gastrana"
Is this machinery duplicate of a previous case. Yes If so, state name of vessel

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

The engines and boilers of this vessel were built under special survey and the materials and workmanship are good.

After securing in place on board, the engines and boilers were tried under normal working conditions alongside and at sea and found satisfactory.

The safety valves of all boilers were adjusted to 220 lbs per sq. inch.

The machinery of this vessel is now in good and efficient condition and eligible in our opinion to have record of LMC. 12.49, and notation T.S. (C.L) 12.49, fitted for burning oil fuel 12.49 (flash point above 150° F) and fitted forced draught.

Certificate to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee	3/5..	£ 132 : 12	When applied for,
Special	...	£ :	20.1.19.50.
Donkey Boiler Fee	...	£ :	When received,
Travelling Expenses (if any)	£ :	:	19.

Committee's Minute

Assigned + LMC 12.49 here for oil fuel 12.49 J.P. above 150° F
24th. 12.49. F.D. C.L.

J.C. Smith

Engineer Surveyor to Lloyd's Register of Shipping