

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office.

Date of writing Report 4th Jan. 19 50 When handed in at Local Office 14th Jan. 19 50. Port of MIDDLESBROUGH

No. in Survey held at MIDDLESBROUGH. Date, First Survey 3rd Feb. Last Survey 30th Dec 19 49

Reg. Book on the t.s.s. "GLESSILA" (Number of Visits 60) 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 Glasgow By whom made Messrs. Smith's Dock Co. Engine No. 652 When made 1949

Boilers made at Greenock By whom made J.G. Kincaid & Co. Boiler No. 351 When made 1948

Registered Horse Power Service - 3800 Maximum - 4200 Owners N.V. Curacaosche Scheepvaart Con. 351 Maatschappij, Willemstad, 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

INES, &c. Description of Engines Triple Expansion Steam Reciprocating (2 sets) Ser. 90 Revs. per minute Max. 95

Number of Cylinders 21 1/2, 36, 61 Length of Stroke 39" No. of Cylinders 3 Each Engine No. of Cranks 3 Each engine

ank shaft, dia. of journals as per Rule 11.94 as fitted 12 3/4" Crank pin dia. 12 3/4" Mid. length breadth 119" Thickness parallel to axis 8" (L.P. 8 1/4")

Intermediate Shafts, diameter as per Rule 11.39" as fitted 12 3/4" Crank webs Mid. length thickness 8" (L.P. 8 1/4") Thickness around eye-hole 5 5/8"

Propeller Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 12.34" as fitted 12 3/4" to 12 1/4" Is the tube screw shaft fitted with a continuous liner Yes

Size Liners, thickness in way of bushes as per Rule 11/16" as fitted 27/32" Thickness between bushes as per Rule 1/2" as fitted 17/32" Is the after end of the liner made watertight in the

eller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

Do 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"

Propeller, dia. 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 Main Bilge Line 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

Oil Pumps, No. and size 1 - 10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size

Do 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

in Pump Room 1-3" suction, In Holds, &c. 1-6" fore peak, 1-4" aft peak, (1-2 1/2" fore hold)

Water Circulating Pump Direct Bilge Suctions, No. and size 1-11" Independent Power Pump Direct Suctions to the Engine Room Bilges,

and 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

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

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

compartment 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

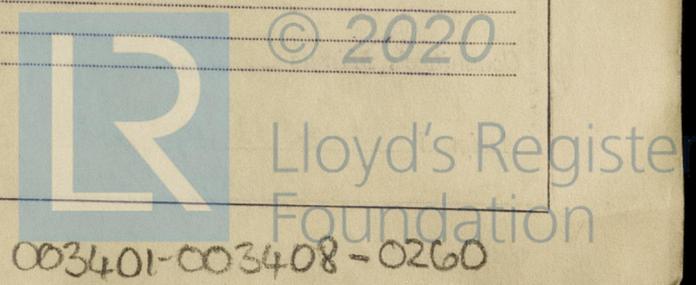
Donkey boiler be used for domestic purposes only Are approved plans forwarded herewith for Shafting No Main Boilers No Auxiliary Boilers No Donkey Boilers No

(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.

Owner. The foregoing is a correct description. FOR SMITH'S DOCK CO. LTD. Manufacturer. ENGINE WORKS MANAGER.



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, 30, Oct. 3, 12, 13, 17, 18, 21, 24, Nov. 7, 10, 11, 14, 15, 16, 17, 23, 24, 25, Dec. 1, 6, 7, 9, 13, 14, 15, 16, 18, 21, 22, 29, 30.

Dates of Examination of principal parts - Cylinders 17.8.49, 9.12.14.16.26. & 29.9.49 & 21.10.49 Slides 9.9.49 & 21.10.49 Covers 9.9.49 & 21.10.49 Pistons 28.9.49 & 21.10.49 Piston Rods 28.9.49 & 17.11.49 Connecting rods 28.9.49 & 17.11.49 Intermediate shafts 7.11.49 Crank shaft P. 28.9.49 S. 17.10.49 Thrust shaft 7.11.49 Propeller 2.5. & 7.8.49 Tube shaft - Screw shaft 2.5. & 7.8.49 Engines holding down bolts 7.11.49 Stern tube 3 & 4.8.49 Engine and boiler seatings 7.11.49

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. 3/8" 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 - Identification Mark 24.5.49

Intermediate shafts, material O.H. Steel Identification Marks 2990 & 2991 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 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

Is this machinery duplicate of a previous case Yes If so, state name of vessel "Gastrana"

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 & 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, 20.1.19.50.
Special	...	£ :	
Donkey Boiler Fee	...	£ :	When received, 19
Travelling Expenses (if any)	£ :		

J.C. Smith

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FEB 17 FEB 1950

Assigned + LMC 12.49 note for oil fuel 12.49 J.P. above 150° F. 20th. 1950. FT C.L.

