

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

14 AUG 1946

Port of

Received at London Office

15 AUG 1946

No. in Survey held at
Reg. Book.

Sunderland

Date, First Survey

21st Nov

Last Survey

18/8

1946.

on the

"GANESELLA"

(Number of Visits 80)

Built at

Sunderland

By whom built J.L. Thompson Sons L^{td}

Yard No.

645

Tons { Gross 5042

Net 2432

When built 1946

Engines made at

Sunderland

By whom made

G. Clark (1938) L^{td}

Engine No.

1385

When made 1946.

Boilers made at

Renfrew & Greenock

By whom made

Robert White & J.G. Kincaid

Boiler No.

1840 A & B

When made 1946.

Registered Horse Power

Owners

M.V. Curacao Scheepvaart 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, &c.—Description of Engines

Twin Screw Triple Expansion

Dia. of Cylinders

21 $\frac{1}{2}$ - 36 - 61

Length of Stroke

39

No. of Cylinders

6

Revs. per minute

Crank shaft, dia. of journals

as per Rule 11.959

as fitted 12 $\frac{3}{4}$

Crank pin dia.

12 $\frac{3}{4}$

Crank webs

Mid. length breadth

1-9

shrunken

Thickness parallel to axis

11.959

Intermediate Shafts, diameter

as per Rule 12 $\frac{3}{4}$

as fitted 11.39

Thrust shaft, diameter at collars

as per Rule 12.55

as fitted 12 $\frac{3}{4}$

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 12.55

as fitted 12 $\frac{3}{4}$

Is the { tube } shaft fitted with a continuous liner {

Yes.

Bronze Liners, thickness in way of bushes

as per Rule

as fitted 23/32

Thickness between bushes

as per Rule

as fitted 14/32

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

one length.

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

No.

Is an approved Oil Gland or other appliance fitted at the after end of the tube

No.

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia.

14 - 0

Pitch

13.42 - 15.26

of Blades

4

Material

Bronze

whether Moveable

No.

Total Developed Surface

Feed Pumps worked from the Main Engines, No.

none

Diameter

Stroke

Can one be overhauled while the other is at work

No.

Bilge Pumps worked from the Main Engines, No.

Two

Diameter

Stroke

Can one be overhauled while the other is at work

Yes.

Feed Pumps { No. and size

Two 10" x 13" x 24"

How driven

Steam

Pumps connected to the

No. and size

Ballast pump #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

-

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

No.

Bilge Pumps;—In Engine and Boiler Room

1 at aft end of ER @ 3"

2 @ 3" in Bh. Rm.

Suctions, connected to both Main Bilge Pumps and Auxiliary

-

In Pump Room

1 @ 3"

In Holds, &c.

(Tanker)

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

1 @ 4"

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

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.

That Pipes pass through the bunkers

none

That pipes pass through the deep tanks

none

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

(Tanker)

Is the Shaft Tunnel watertight

none

Is it fitted with a watertight door

-

worked from

MAIN BOILERS, &c.—(Letter for record

h.v.t.)

Total Heating Surface of Boilers

10640 sq. ft.

Which Boilers are fitted with Forced Draft

Both

Which Boilers are fitted with Superheaters

none

No. and Description of Boilers

2 W.T.

Working Pressure

220 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No.

If the donkey boiler be used for domestic purposes only

No.

Are approved plans forwarded herewith for Shafting (M.B.O.)

Main Boilers

Auxiliary Boilers

Donkey Boilers

General Pumping Arrangements

Yes.

Oil fuel Burning Piping Arrangements

Yes.

SPARE GEAR.

Is the spare gear required by the Rules been supplied

Yes.

Is the principal additional spare gear supplied

2 C.I. Propellers (one right & one left-handed), 1 Prop. Shaft, 1 Ecc. Shaft,

Shaft with bolts & nuts, 1 Guide Shaft with bolts, 1 Complete Set of Piston Packing rings & Springs

1 Piston rod, 1 Pair top End bearings, 1 Pair bottom End bearings, 1 Slide valve

pin, 1 Slide block, 1 Bilge Pump Plunger for M. Eng., 1 Set Bilge Pump valves & seats, 2 ball end

bolts & nuts, 2 main bearing bolts & nuts, 4 top End bolt & nuts, 1 Set Coupling bolts & nuts,

Set metallic Packing wearing parts for each Piston rod & Valve spindle for one engine, 1 Set

valves, guards & Springs for 1 main feed pump, ditto for aux feed pump, ballast & fire

pumps, trap feed pump, 1 impeller Shaft for Circ. Pump, 8 air heater tubes, 8 large

14 small tubes for boiler, 12 hand hole fittings for headers, 2 Safety Valve Springs

etc. etc.

The foregoing is a correct description.

GEORGE CLARK (1938) LTD.

Resident Manager.

Manufacturer.

004364-004368-0199

Lloyd's Register
Foundation

1945 Jan. 21 Dec. 20 +49 Jan 3. 12. 11. 15. 22. 23. 25. 28. 30. Feb 5. 7. 13. 14. 15. 18. 19. 28. March 4. 2. 4. 5. 7. 8. 11. 12. 13. 15.
 During progress of work in shops - - 18. 19. 20. 21. 25. 27. 28. April 1. 2. 3. 4. 5. 10. 11. 12. 15. 17. 30. May 1. 2. 3. 6. 7. 8. 9. 14. 15. 16. 17. 20. 21. 22. 23. 24. 28. 29.
 Dates of Survey while building - - June 3. 4. 5. 12. 13. 14. 18. 19. 25. 27. July 1. 8. 16. 19. Aug. 16
 During erection on board vessel - -
 Total No. of visits 80

PORT HP MP LP
 12/3/46, 18/2/46, 1/4/46
 STD 14/2/46, 5/3/46, 18/3/46 4/3/46
 Dates of Examination of principal parts - Cylinders
 Pistons P. 4/3/46 S. 4/3/46 Piston Rods 25/3/46 Connecting rods T. 3/4/46 S. 25/3/46
 Crank shaft P. 30/1/46 S. 15/3/46 Thrust shafts 11/3/46 Intermediate shafts 28/3/46
 Tube shaft - Screw shafts 28/3/46 Propellers 4/4/46
 Stern tube P. 5/3/46 S. 4/3/46 Engine and boiler seatings 4/5/46 Engines holding down bolts 24/6/46.
 Completion of fitting sea connections 2/3/46 16/4/46.
 Completion of pumping arrangements 19/4/46. Boilers fixed 18/6/46 Engines tried under steam P. 7/16 S. 7/16 T. 13/32
 Main boiler safety valves adjusted 16/4/46 Thickness of adjusting washers P. N°1385 NHF. 30/1/46 St. Bl. S. 7/16 P. N°6092 NHF. 11/3
 Crank shaft material Ingot Steel Identification Mark S. N°1385A NHF. 15/3/46 Thrust shaft material Ingot Steel Identification Mark S. N°6093 NHF. 11/3
 Intermediate shafts, material Ingot Steel Identification Marks N°59127 NHF. Tube shaft, material - Identification Mark 31/5/46, 3/6/46
 Screw shaft, material Ingot Steel Identification Mark N°5 6096 S. 913 S.D. Steel Test pressure 660lb. Date of Test 13/6/46
 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 Yes. If so, state name of vessel "GALLEONMA" (S.D. Rpt. 34444)

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 & tried under working conditions with satisfactory results. The boilers (as per Greenock Rpt. 23316) have been erected & completed on board, tested by hydraulic pressure of 380lb/sq. & found tight & sound at that pressure, fitted to burn oil fuel (F.P. above 150°F), Section 20 of the rules has been complied with & safety valves adjusted to working pressure in accordance with rule requirements. The machinery is now eligible in our opinion to have notation $\frac{1}{2}$ L.M.C. 8.46, T.S. (CL) 2 WT. 220lb/sq. fitted to burn oil fuel (F.P. above 150°F) 8.46.

Certificate to be sent to
 The amount of Entry Fee ... £ 6 : : When applied for, 1 AUG 1946
 3/5 Special ... £ 66 : 18 : : When received, 19
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ : : :
 Committee's Minute FRI. 23 AUG 1946
 Assigned + LMC 8.46
 Fitted for oil fuel, 8.46 FLASH POINT ABOVE 100°F. F.D. C.L. 2 WT. 220lb.
 For P. Green & Co. M.T. Law.
 Engineer Surveyor to Lloyd's Register of Shipping.
 © 2020 Lloyd's Register Foundation