

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Report of writing Report 28th Dec. 1951 when handed in at Local Office 3rd Jan. 1952. Port of MIDDLESBROUGH.  
 Date, First Survey 9th Dec. 1949 Last Survey 17th Dec. 1951.  
 (Number of Visits 106.)  
 on the t.s.s. "GENOTA".  
 Tons { Gross  
 Net  
 built at South Bank. By whom built Messrs. Smith's Dock Co. Ltd., Yard No. 1214. When built 1951.  
 Engines made at South Bank. By whom made Messrs. Smith's Dock Engine No. 655. When made 1951.  
 Glasgow. Babcock & Wilcox Contr. No. 6/1983  
 Cylinders made at Greenock. By whom made J.G. Kincaid & Co. Boiler No. 375 When made 1951.  
 Service - 3800 N.V. Curacao'sche Scheepvaart.  
 Registered Horse Power Maximum 4200. Owners Maatschappij Emmastad 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.  
 de for which vessel is intended Tanker.

FINES, &c.—Description of Engines Triple Expansion Steam Reciprocating (2 Sets). Ser. 90  
 Revs. per minute Max 95  
 No. 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 11.94 Crank pin dia. 12 3/4" Crank webs Mid. length breadth 1-9" Thickness parallel to axis 8" (L.P. 8 1/4")  
 as fitted 12 3/4" Crank webs Mid. length thickness 8" (LP 8 1/4") Thickness around eye-hole 5 5/8"  
 Intermediate Shafts, diameter as per Rule 11.39" Thrust shaft, diameter at collars as per Rule 11.94"  
 as fitted 12 3/4" as fitted 12 3/4"  
 Main Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 12.34"  
 as fitted - as fitted 12 3/4" to 12 1/4" Is the tube screw shaft fitted with a continuous liner Yes.  
 Bronze Liners, thickness in way of bushes as per Rule 11/16" Thickness between bushes as per Rule 1/2"  
 as fitted 27/32" as fitted 17/32" 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 -  
 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 -  
 two 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 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 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 1/4" Stroke 6 1/4" Can one be overhauled while the other is at work Yes.  
 No. and size 2-13 1/2" x 1 0" x 24" Pumps connected to the Main Bilge Line { No. and size 1-10" x 12" x 12" and 2-7 1/4" x 6 1/4"  
 How driven Independent Steam driven. Main Bilge Line { How driven Independent Steam - M.E driven.  
 Last Pumps, No. and size 1-10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size -  
 two independent means arranged for circulating water through the Oil Cooler - Suctions, connected both to Main Bilge Pumps and Auxiliary  
 Pumps:—In Engine and Boiler Room 3 - 3" Bilge Suctions 1 - 2" Cofferdam Suction 2 - 2" Oily Bilge Suctions.  
 Pump Room 1 - 3" Suction. In Holds, &c. 1 - 6" Fore Peak, 1 - 4" Aft Peak, 1 - 2 1/2" Fore Hold.  
 - 2 1/2" F. Main Cofferdam, 1 - 3" Gasoline Pump Room.  
 n Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 11" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,  
 and size 1 - 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 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  
 all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both.  
 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  
 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  
 at Pipes pass through the bunkers None How are they protected -  
 at pipes pass through the deep tanks None Have they been tested as per Rule Yes  
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 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 Yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door - worked from -

N BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 10,640 sq. ft.  
 ch Boilers are fitted with Forced Draft Both. Which Boilers are fitted with Superheaters None.  
 and Description of Boilers 2 B & W Type Water Tube. Working Pressure 220 lbs/sq. inch.  
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 A DONKEY BOILER FITTED? No. If so, is a report now forwarded?  
 the donkey boiler be used for other than domestic purposes -  
 ANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -  
 (If not state date of approval)  
 erheaters - General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

## SPARE GEAR.

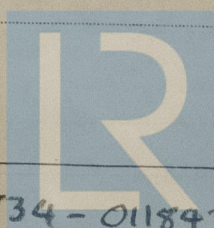
the spare gear required by the Rules been supplied Yes  
 the principal additional spare gear supplied  
 1 - Eccentric Strap & 1 - Sheave Complete with Bolts.  
 1 - Guide Shoe with Bolts.  
 1 - Piston Rod.  
 1 - Set Coupling Bolts and Nuts.  
 1 - Impeller Shaft for Circulating Pump.

The foregoing is a correct description.

FOR SMITH'S DOCK CO., LTD.

ENGINE WORKS MANAGER

Manufacturer.



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Lloyd's Register Foundation

011834 - 011843 - 0080



1949.  
Dec. 9. Feb. 15. Apr. 19. July 25. Aug. 2. 25. Sept. 13. Oct. 4. 9. 10. 23. 24. 27. Nov. 1.  
During progress of work in shops - - - 13. 17. 30. Dec. 5. 6. 8. 15. 18. (1951) Jan. 3. 8. 24. 26. Feb. 5. 16. 21. 22. 27. Mar. 19. 27.  
During erection on board vessel - - - Apr. 2. 9. 19. 25. May. 2. 16. 29. 30. June. 12. 18. 21. 27. 29. July. 2. 3. 9. 26. Aug. 1. 13. 16.  
24. 27. 31. Sept. 3. 5. 6. 7. 12. 30. 27. Oct. 1. 2. 4. 5. 9. 10. 12. 16. 17. 22. 24. 26. 29. 30. 31.  
Nov. 1. 2. 6. 7. 9. 14. 15. 16. 19. 20. 21. 22. 23. 27. 28. 30. Dec. 4. 5. 6. 7. 10. 11. 12. 14. 17.  
Total No. of visits 106.

Dates of Examination of principal parts—Cylinders 13.9.50 4.9.10.23 & 27.10.50 Slides 10.10.50 & 24.1.51 Covers 10.10.50 & 24.1.51  
Pistons 10.10.50 & 24.1.51. Piston Rods 3.11.50. Connecting rods 3.11.50  
Crank shaft 10.10.50 & 1.11.50 Thrust shaft 12.10.51. Intermediate shafts 12.10.51  
Tube shaft 25.7.50 25.8.50 Screw shaft 31.8.51 5, 6, & 7.9.51 Propeller 31.8.51 5, 6, 7.9.51  
Stern tube 25.7.50 & 7.9.50 Engine and boiler seatings 12.10.51. Engines holding down bolts 12.10.51.  
Completion of fitting sea connections 21.6.51 Boilers fixed 30.11.51 & 12.11.51  
Completion of pumping arrangements 27.11.51 Thickness of adjusting washers Port Blr. - p 7/16" s 1/2" Star Blr. 9.6.51  
Main boiler safety valves adjusted 27.11.51. Identification Mark 3589 & 3593 GH. Thrust shaft material O.H. Steel Identification Mark 4112  
Crank shaft material O.H. Steel. Identification Mark 4113 & 4116 Tube shaft, material 1 Identification Mark 9.6.51  
Intermediate shafts, material O.H. Steel. Identification Mark 4114 & 4117 GH. Steam Pipes, material steel. Test pressure 660 lbs/sq. in. Date of Test 17.11.51  
Screw shaft, material O.H. Steel. Identification Mark 4117 GH. Is the flash point of the oil to be used over 150° F. Yes.  
Is an installation fitted for burning oil fuel. Yes. ✓ Yes Steam Smothering Fitted and Tested.  
Have the requirements of the Rules for the use of oil as fuel been complied with. - If so, have the requirements of the Rules been complied with. -  
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. "GADINIA".  
Is this machinery duplicate of a previous case. Yes. If so, state name of vessel. The engines and boilers of this 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/sq. in.  
The machinery of this vessel is now in good and efficient condition and eligible in our opinion to have record of LMC 12.51 and Notation of TS (CL) 12.51, fitted for burning oil fuel 12.51 (flash point above 150°F) and fitted forced draught.

Working Propellers:- Identification Marks R.I.H. & L.I.H. 3163 A.E. 24.8.51.  
Propellers placed on board " " R.I.H. & L.I.H. 2980 J.L.W. 17.1.51.

The amount of Entry Fee 3/5. £ 132 : 12  
Special ... £ : :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 4. 1. 52.  
When received, 19.

Date FRI. 1 FEB 1952.

Committee's Minute + LMC 12.51

FITTED FOR OIL FUEL 12.51 FLASH POINT ABOVE 150°F.

N. C. Smith & J. H. W. ...  
Engineer Surveyor to Lloyd's Register of Shipping