

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 28th Dec. 1951 When handed in at Local Office 3rd Jan. 1952. Port of MIDDLESBROUGH.

Date in Survey held at 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.

Boilers made at Glasgow. By whom made Babcock & Wilcox Contr. No. 6/1983. When made 1951.

Registered Horse Power Service - 3800 Maximum - 4200. Owners N.V. Curacaosche Scheepvaart. Maatschappij Emmastad Curacao. Port belonging to Willemstad.

Maximum Horse Power as per Rule 730 MN. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

Use for which vessel is intended Tanker.

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

No. of Cylinders 2 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 as fitted 12 5/8" Crank pin dia. 12 5/8" Crank webs Mid. length breadth 1-9" Thickness parallel to axis 8" (L.P. 8 1/4")

Intermediate Shafts, diameter as per Rule 11.39" as fitted 12 5/8" Thrust shaft, diameter at collars as per Rule 11.94" as fitted 12 5/8"

Propeller Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 12.34" as fitted 12 7/8" to 12 1/4" Is the tube screw shaft fitted with a continuous liner Yes.

Propeller 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 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 -

Does 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.

When 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 15.862 No. of Blades 4 Material Bronze. whether Moveable Solid. Total Developed Surface 72.4 sq. feet

Propeller Pumps worked from the Main Engines, No. None. Diameter - Stroke - Can one be overhauled while the other is at work -

Large 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.

Small Pumps 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.

Other 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? - Suctions, connected both to Main Bilge Pumps and Auxiliary

Large 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.

Small Pumps - 2 1/2" F. Main Cofferdam, 1 - 3" Gasoline Pump Room.

Small 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

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

Do all Pipes pass through the bunkers? None How are they protected? -

Do all 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? Yes

Is the Shaft Tunnel watertight? None Is it fitted with a watertight door? - worked from? -

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 10,640 sq. ft.

Which 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/sq. inch.

Is a REPORT ON MAIN BOILERS NOW FORWARDED? Yes

Is a DONKEY BOILER FITTED? No. If so, is a report now forwarded? -

Can the donkey boiler be used for other than domestic purposes? -

Are approved plans forwarded herewith for Shafting? Yes Main Boilers. Yes Auxiliary Boilers. Donkey Boilers. -

Are General Pumping Arrangements? Yes Oil fuel Burning Piping Arrangements? Yes

SPARE GEAR. Yes

Is the spare gear required by the Rules been supplied? Yes

What is the principal additional spare gear supplied? 1 - Eccentric Strap & 1 - Sheave Complete with Bolts.

1 - Guide Shoe with Bolts.

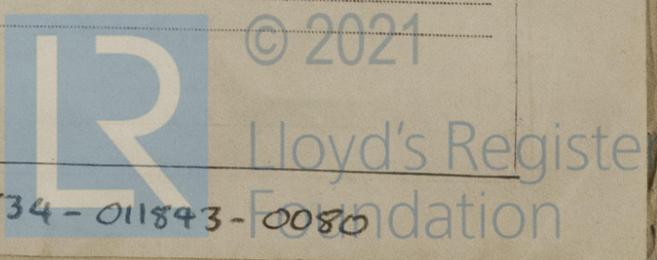
1 - Piston Rod.

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.



Handwritten note: 28-1-52

1949.  
 Dec. 9. Feb. 15. Apr. 19. July 25. Aug. 2. 25. Sept. 13. Oct. 4. 9. 10. 23. 24. 27. Nov. 1.  
 13. 17. 30. Dec. 5. 6. 8. 15. 18. (1951) Jan. 3. 8. 24. 26. Feb. 5. 16. 21. 22. 27. Mar. 19. 27.  
 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.

Dates of Survey while building: During progress of work in shops - - -  
 During erection on board vessel - - -  
 Total No. of visits 106.

Dates of Examination of principal parts—Cylinders 13.9.50 4.9.10.23 & 27.10.50  
 Slides 30.11.50 & 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 tubes & 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 Engines tried under steam 30.11.51 & 12.11.51  
 Main boiler safety valves adjusted 27.11.51 Thickness of adjusting washers Port Blr. - p 7/16" s 1/2" Star Blr. 3589 & 4112  
 Crank shaft material O.H. Steel. Identification Mark 3593 GH. Thrust shaft material O.H. Steel Identification Mark 4112  
 Intermediate shafts, material O.H. Steel. Identification Marks 4113 & 4116 Tube shaft, material 1 Identification Mark 9.6.51  
 Screw shaft, material O.H. Steel. Identification Mark 4117 GH. Steam Pipes, material steel. Test pressure 660 lbs/sq. Date of Test 17.11.51

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 Steam Smothering Fitted and Tested.  
 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. No. ✓  
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with. No. ✓  
 Is this machinery duplicate of a previous case. Yes. If so, state name of vessel "GADINIA".

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 220lbs/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.

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, 4. 1. 52.
Special	£ :	
Donkey Boiler Fee	£ :	When received, 19
Travelling Expenses (if any)	£ :	

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

Date FRI. 1 FEB 1952.  
 Committee's Minute + LMC 12.51  
 F.D. C.L. 2WTB 220/b  
 FITTED FOR OIL FUEL 12.51 FLASH POINT ABOVE 150°F.

