

REPORT ON OIL ENGINE MACHINERY.

No. 112733

15 SEP 1955

Report of writing Report 27. 9 1955 When handed in at Local Office 6-9-1955 Port of NEWCASTLE-ON-TYNE.
 in Survey held at WALLSEND-ON-TYNE Date, First Survey 6-6-55 Last Survey 12-8-1955
 g. Book. Number of Visits 10

Single on the Twin Triple Quadruple Screw vessel "GEBOSO"
 Tons Gross 210 Net 70
 Built at WALLSEND-ON-TYNE By whom built MESSRS CLELANDS (SUCCESSORS) LTD Yard No. 207 When built 1955
 Engines made at PATRICROFT By whom made L. GARDNER & SONS LTD Engine No. 108204 When made 1955
 Monkey Boilers made at By whom made Boiler No. 3.108208 When made
 Brake Horse Power Maximum 288 Service Owners AUSTRALASIAN PETROLEUM CO. LTD. Port belonging to PORT MORESBY
 N. as per Rule 58 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Made for which vessel is intended FOR RIVER AND HARBOUR SERVICE AT PAPUA.

L ENGINES, &c. — Type of Engines 2 or 4 stroke cycle 4 Single or double acting SINGLE
 Maximum pressure in cylinders 850 lb/sq. in Diameter of cylinders 5 1/2 Length of stroke 7 3/4 No. of cylinders 8 No. of cranks 8
 Mean Indicated Pressure 120 lb/sq. in Span of bearings (i.e., distance between inner edges of bearings in
 of a crank) 6 15/16 Is there a bearing between each crank YES Revolutions per minute Maximum 900 Service 700
 Flywheel dia. 29 1/2 Weight 586 lbs Moment of inertia of flywheel (lbs. in² or Kg. cm²) 89000 Means of ignition COMPRESSION Kind of fuel used DIESEL

Crank (Solid forged Semi built All built) dia. of journals as per Rule APPROVED as fitted 4 1/8 Crank pin dia. 3 5/8 Crank webs Mid. length breadth 5 1/2 Mid. length thickness 1 1/16 shrunk Thickness parallel to axis Thickness around eye hole
 Mounted on crankshaft. Flywheel Shaft, diameter as per Rule APPROVED as fitted 2 3/8 Thrust Shaft, diameter at collars as per Rule IN MAIN ENGINE as fitted GEARING
 Intermediate Shafts, diameter as per Rule APPROVED as fitted 3 3/8 Is the tube screw shaft fitted with a continuous liner NO (Bronze)

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the
 propeller boss. 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-
 erosive. If two liners are fitted, is the shaft lapped or protected between the liners. Is an approved Oil Gland fitted at the after
 end of stern tube. NO If so, state type Length of bearing in Stern Bush next to and supporting propeller 14
 Propeller, dia. 42 Pitch 31 No. of blades 4 Material MANGANESE BRONZE whether moveable NO Total developed surface 650 sq. feet
 Moment of inertia of propeller including entrained water (lbs. in² or Kg. cm²) 3245 Kind of damper, if fitted SPRING LOADED TYPE
 Method of reversing Engines REVERSE/REDUCTION GEAR Is a governor or other arrangement fitted to prevent racing of the engine YES Means of
 lubrication FORCED Thickness of cylinder liners .110 Are the cylinders fitted with safety valves NO Are the exhaust pipes and silencers water cooled

Lagged with non-conducting material LAGGED If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
 back to the engine. Cooling Water Pumps, No. and how driven 2 BY EACH MAIN ENGINE (1 SW 1 FW) Working F.W. 840 GPH
 W. 3100 GPH Spare F.W. S.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES
 Bilge Pumps worked from the Main Engines, No. and capacity ONE EACH ENGINE 430 GPH Can one be overhauled while the other is at work
 Pumps connected to the Main Bilge Line No. and capacity of each TWO 40 TONS/HR How driven BOTH BY ELECTRIC MOTORS

the cooling water led to the bilges. NO If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements. Ballast Pumps, No. and capacity 2 40 TONS/HR Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 BY EACH MAIN ENGINE 5 GALL/ MIN EACH
 Are two independent means arranged for circulating water through the Oil Cooler YES Branch Bilge Suctions
 No. and size: In machinery spaces ONE PORT SIDE 2 1/2 ONE CENTRE 2 In pump room
 BY COMPARTMENTS holds, &c. ONE 2" IN EACH OF: PYS INBOARD TOWARD; PYS FORWARD; AFTER; WATER BALLAST; FORE & AFTER CHAIN LOCKERS

Direct Bilge Suctions to the engine room bilges, No. and size TWO: ONE 2" TO BALLAST PUMPS; ONE 1" PORT ME.; EMERGENCY 3"
 LOCATION CENTRE; CENTRE FORWARD STARBOARD.
 Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes. Are the bilge suction in the machinery spaces 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 FABRICATED Are they fitted with valves or cocks VALVES Are they fixed
 sufficiently high on the ship's side to be seen without lifting the platform plates YES Are the overboard discharges above or below the deep water line ABOVE
 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.
 That pipes pass through the bunkers. How are they protected
 That pipes pass through the deep tanks. Have they been tested as per Rule

Are 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 Is it fitted with a watertight door worked from
 a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Main Air Compressors, No. No. of stages diameters stroke driven by
 Auxiliary Air Compressors, No. No. of stages diameters stroke driven by
 Small Auxiliary Air Compressors, No. No. of stages diameters stroke driven by
 That provision is made for first charging the air receivers.
 scavenging Air Pumps or Blowers, No. How driven
 Auxiliary Engines Have they been made under survey Engine Nos.
 Makers name L. GARDNER & SONS LTD Position of each in engine room PORT FORWARD PORT AFT STARBOARD
 PATRICROFT Report No. MANCHESTER CERT NOS 14684 & 14693

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AIR RECEIVERS:—Have they been made under survey ☒ State No. of report or certificate ☒

State full details of safety devices ☒

Can the internal surfaces of the receivers be examined and cleaned ☒ Is a drain fitted at the lowest part of each receiver ☒

Injection Air Receivers, No. ☒ Cubic capacity of each ☒ Internal diameter ☒ thickness ☒

Seamless, welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒ Working pressure ☒

Starting Air Receivers, No. ☒ Total cubic capacity ☒ Internal diameter ☒ thickness ☒

Seamless, welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒ Working pressure ☒

IS A DONKEY BOILER FITTED No If so, is a report now forwarded ☒

Is the donkey boiler intended to be used for domestic purposes only ☒

PLANS. Are approved plans forwarded herewith for shafting 2.3.55 Receivers ☒ Separate fuel tanks 17.3.55

(If not, state date of approval)

Donkey boilers ☒ General pumping arrangements ☒ Pumping arrangements in machinery space 17.3.55

Oil fuel burning arrangements ☒

Have Torsional Vibration characteristics been approved YES Date and particulars of approval 1.3.55

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES State if for "short voyages" only SHORT

State the principal additional spare gear supplied

FOR AND ON BEHALF OF
GLELANDS (SUCCESSORS) LIMITED

The foregoing is a correct description Done
SECRETARY/Manufacturer.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - JUNE 6, 8, 9, 10, 15, 16, 18, JULY 15TH AUGUST 10TH 12TH

Total No. of visits 10

Dates of examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts 10-6-55 Tube shaft

Screw shaft Propellers 6-6-55 Stern tube 5-17-6-55 Engine seatings 10-6-55 Engine holding down bolts 15-4-55

Completion of fitting sea connections 15-6-55 Completion of pumping arrangements 12-8-55 Engines tried under working conditions 10-8-55

Crank shaft, material O.H. STEEL Identification mark LLOYDS 1090E 18.1.55 DH

Thrust shaft, material Identification mark 13.1.55 R.Y. Flywheel shaft, material Identification mark S.M. IN 40T P. LLOYDS 3LD 410

Tube shaft, material Identification mark STEEL Identification mark S.LLOYDS 3LD 4104

Screw shaft, material ROLLED Identification mark P. 412 RP 115

Identification marks on air receivers ☒ MANGANESE BRONZE S. 426 RP 115

Welded receivers, state Makers' Name ☒

Is the flash point of the oil to be used over 150°F YES

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with YES

Full description of fire extinguishing apparatus fitted in machinery spaces SEE ATTACHED PLAN

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo NO If so, have the requirements of the Rules been complied with ☒

What is the special notation desired ☒

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 ☒ If so, state name of vessel M. V. GIMADA

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.) The machinery (Manchester Report N° 16640) has been constructed and installed under Special Survey in accordance with the Rules of the Society, approved plans and Secretary's letters. The quality of workmanship is good. The machinery was examined under working conditions during heavy trials and full load conditions at sea with satisfactory results and is eligible for use open for classification with the marks of LMC 8.55 TS

Oil Engines

Engines not to be run continuously at less than 290 RPM.

Notice board fitted in engine room

The amount of Entry Fee ... £ 20 : 0 : 0

Special ... £ : : When applied for 19

Donkey Boiler Fee... £ : : When received 19

Travelling Expenses (if any) £

(The Surveyors are requested not to write on or below this space for Committee's Minute.)

Assigned

See Rpt. 1.

TUESDAY 25 OCT 1955

14 SEP 1955

H. Stephenson for self
Engineer Surveyor to Lloyd's Register of Shipping.
P. Blakenan



Lloyd's Register
Foundation