

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 18.3.1950. When handed in at Local Office 20th Mar. 1950. Port of MIDDLESBROUGH.
Date, First Survey 19th Aug. 1949 Last Survey 9th March. 1950.
Reg. Book MIDDLESBROUGH. (Number of Visits 58.)
on the t.s.s. "GADINIA".
Built at South Bank. By whom built Messrs. Smith's Dock Co. Ltd. Yard No. 1187 When built 1950
Engines made at South Bank. By whom made Smith's Dock Co. Ltd. Engine No. 653 When made 1950
Boilers made at Glasgow - Bannock & Wilcox Contract 6/1960
Registered Horse Power Service - 3800 By whom made J.G. Kincaid Con. 359 When made 1949
Maximum - 4200 Owners N.V. Curacaosche Scheepvaart
Port belonging to Willemstad
Horse Power as per Rule 730 MN Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Vessel for which vessel is intended Tanker

Engines, &c. Description of Engines Triple Expansion Steam Reciprocating (2 sets) Revs. per minute Ser- 90 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 as fitted 12 3/4" Crank pin dia. 12 3/4" Mid. length breadth 1-9" Thickness parallel to axis 8" (LP 8 1/4")
Intermediate Shafts, diameter as per Rule 11.39 as fitted 12 3/4" Crank webs Mid. length thickness 8" (LP 8 1/4") Thickness around eye-hole 5 5/8"
Main Shafts, diameter as per Rule 12.34 as fitted 12 3/4" Thrust shaft, diameter at collars as per Rule 11.94 as fitted 12 3/4"
Liner 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
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
Is an approved Oil Gland or other appliance fitted at the after end of the tube
Shaft-Yes If so, state type Vicker's Vista Gland Length of Bearing in Stern Bush next to and supporting propeller 4' 11 3/8"
Pitch 15.86 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 Engine 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 10" 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
Fast 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 to both Main Bilge Pumps and Auxiliary
Pumps: - In Engine and Boiler Room 3-3" Bilge suction, 1-2" Cofferdam suction, 2-2" Oil 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) (B. & Bal. pump room)
1 - 6" forward main cofferdam
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
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
Pipes pass through the bunkers None How are they protected -
Pipes pass through the deep tanks None Have they been tested as per Rule -
All 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
Department to another Yes Is the Shaft Tunnel watertight None Is it fitted with a watertight door -

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. inch.

REPORT ON MAIN BOILERS NOW FORWARDED?

1 DONKEY BOILER FITTED? No If so, is a report now forwarded? No
Is donkey boiler be used for domestic purposes only -
NS. Are approved plans forwarded herewith for Shafting No Main Boilers No Auxiliary Boilers No Donkey Boilers No
(If not state date of approval)

Heaters - General Pumping Arrangements No Oil fuel Burning Piping Arrangements No
Plans retained for duplicate ships.

SPARE GEAR.

Is spare gear required by the Rules been supplied Yes
The 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.

The foregoing is a correct description.

ENGINE WORKS MANAGER

Manufacturer.

1949
Aug. 19, Sept. 9, 21. Oct. 5, 7. 10, 14, 18, 20, 25, 26, 27, 28. Nov. 1, 2, 10, 11, 12, 14, 15, 17, 18, 21, 22, 23, 24, 29. Dec. 9, 15, 18, 19, 22, 28. (1950) Jan. 11, 12, 19, 20, 23, 27, 31. Feb. 1, 2, 3, 6, 10, 14, 17, 20, 22, 23, 27, 28. Mar. 2, 3, 7, 9.
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits 58.

Dates of Examination of principal parts - Cylinders 5, 7, 18/10/49, 1, 11, 21/11/49
Pistons 21/11/49 & 27/1/50 Piston Rods 22/11/50 Slides 5/10/49, 21/11/49 Covers 5/10/49, 21/11/49
Crank shaft P. 11/11/49 S. 21/11/49 Thrust shaft 2/2/50 Intermediate shafts 2/2/50
Tube shaft - Screw shaft P. 28/10/49 S. 26/10/49 Propeller P. 15/11/49 S. 17/11/49
Stern tube 9/9/49 & 10, 11, 12, 15/11/49 Engine and boiler seatings 2/2/50 Engines holding down bolts 2/2/50
Completion of fitting sea connections 22/12/49
Completion of pumping arrangements 7/3/50 Boilers fixed 11, 12/1/50 Engines tried under steam 2, 7, 9/3/50
Main boiler safety valves adjusted 27/2/50 Thickness of adjusting washers Port Blr. P. 17/32" S. 35/64" Std. Blr. P. 37/64" S. 9/16"
Crank shaft material OH Steel Identification Mark 2713 & 2718 Thrust shaft material O.H. Steel Identification Mark 2992 & 2993
Intermediate shafts, material OH Steel Identification Marks 2994 & 2995 Tube shaft, material GH Identification Mark 24, 11, 4
Screw shaft, material OH Steel Identification Mark 2996 & 2997 GH Steam Pipes, material Steel Test pressure 675 lbs per sq. inch. Date of Test 11, 12, 23, 30, 3.6.10.20.22
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 Fire Extinguishing 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 "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 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 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. 3.50, and notation T.S. (C.L) 3.50, fitted for burning oil fuel 3.50, (flash point above 150° F) and fitted forced draught.

Propellers - Identification Marks - P. Lloyds C.A.B. 28.9.48
S. " " 30.11.48

The amount of Entry Fee 3/5. £ 132: 12 : 0 When applied for,
Special £ : : 29.3.19.50.
Donkey Boiler Fee £ : : When received,
Travelling Expenses (if any) £ : : 19

FRI. 28 APR 1950

Committee's Minute

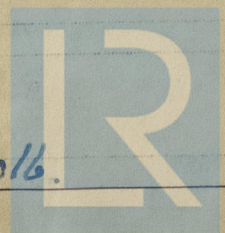
Assigned + LMC 3,50

FITTED FOR OIL FUEL 3,50 FLASH POINT ABOVE 150°F.

F.D. C.L. O.G. 2WTB 22016.

K. Smith

Engineer Surveyor to Lloyd's Register of Shipping



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