

REPORT ON OIL ENGINE MACHINERY.

No. 5544

4 JAN 1950

When handed in at Local Office 16.1.49 19 Port of Piraeus Received at London Office 4 JAN 1950

held at Piraeus Date, First Survey 5.5.49 Last Survey 4.11.49 19
Number of Visits 9

Screw vessel "GEORGIOS P"
Tons Gross 705 Net 451

By whom built. *Printed together by Messrs. Bessis Sideris Piraeus* Yard No. When built 1945
By whom made. *Switzerland* By whom made. *Sulzer* Engine No. 231 When made 1945
By whom made. Owners. *Messrs. D. Coucoubaris* Boiler No. When made.
900 Owners. *Messrs. D. Coucoubaris* Port belonging to. *Piraeus*

Is Refrigerating Machinery fitted for cargo purposes. *No* Is Electric Light fitted. *Yes*

Is intended. *Oil Carrying Mediterranean Ports and Red Sea.*

Spec. — Type of Engines. *Vertical Solid Injection Heavy Oil* 2 or 4 stroke cycle. *2* Single or double acting. *Single*

Cylinders. *590* Diameter of cylinders. *11.4"* Length of stroke. *19.6"* No. of cylinders. *9* No. of cranks. *9*

Pressure. *85 lbs* Ahead Firing Order in Cylinders. *1, 6, 7, 3, 4, 9, 2, 5, 8* Span of bearings, adjacent to the crank, measured
inner edge. *14.3"* Is there a bearing between each crank. *Yes* Revolutions per minute. *350*

Weight. Moment of inertia of flywheel (lbs. in² or Kg. cm.²). Means of ignition. *Compression* Kind of fuel used. *Diesel*

dia. of journals as per Rule. Crank pin dia. *7.48"* Crank webs Mid. length breadth. *12.20"* Thickness parallel to axis.
as fitted. *7.48"* Mid. length thickness. *3.74"* shrunk Thickness around eye-hole.

Intermediate Shafts, diameter as per Rule. Thrust Shaft, diameter at collars as fitted. *7.48"*
as fitted. *6.49"* as per Rule.

Screw Shaft, diameter as per Rule. Is the *tube* shaft fitted with a continuous liner. *No.*
as fitted. *7"* as fitted. *7"* as per Rule.

Thickness between bushes as per Rule. Is the after end of the liner made watertight in the
as fitted. *55" and 49"* as fitted. *55"* *Yes*

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. *Yes*

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-
wo liners are fitted, is the shaft lapped or protected between the liners. *Yes* Is an approved Oil Gland or other appliance fitted at the after
If so, state type. Length of bearing in Stern Bush next to and supporting propeller. *24"*

Pitch. *4'0"* No. of blades. *4* Material. *Steel* whether moveable. *No* Total developed surface. *18* sq. feet
of propeller (lbs. in² or Kg. cm.²). Kind of damper, if fitted.

Engines. *Direct* Is a governor or other arrangement fitted to prevent racing of the engine when declutched. *Yes* Means of
Thickness of cylinder liners. *.78"* Are the cylinders fitted with safety valves. *Yes* Are the exhaust pipes and silencers water cooled
ducting material. *Lagged* If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
Cooling Water Pumps, No. *2* Is the sea suction provided with an efficient strainer which can be cleared within the vessel. *Yes*

Main Engines, No. *One* Diameter. *3.93"* Stroke. *6.39"* Can one be overhauled while the other is at work. *Yes*

No. and size. *One Auxiliary Pump 10 H.P.*

The Main Bilge Line (Holds) driven. *Electric Motor*

led to the bilges. *Overboard* If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

and size. *Two 6" and 6"* Power Driven Lubricating Oil Pumps, including spare pump, No. and size. *One 2 H.P. (Electric)*

means arranged for circulating water through the Oil Cooler. *Yes* Suctions, connected to both main bilge pumps and auxiliary
size:—In machinery spaces. *Two - 4"* In pump room. *Yes*

3" in each hold. One - 3" sump from No. 2 hold to tunnel.

Pump Direct Suctions to the engine room bilges, No. and size. *Two - 2 1/2"*

on pipes in holds and tunnel well fitted with strum-boxes. *Yes* Are the bilge suction in the machinery spaces led from easily
placed above the level of the working floor, with straight tail pipes to the bilges. *Yes*

ons fitted direct on the skin of the Ship. *Yes* Are they fitted with valves or cocks. *Valves* Are they fixed
e ship's side to be seen without lifting the platform plates. *Yes* Are the overboard discharges above or below the deep water line. *Above*

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*

ugh the bunkers. *None* How are they protected. *Yes*

ugh the deep tanks. *None* Have they been tested as per Rule. *Yes*

alves and pumps in connection with the machinery and all boiler mountings accessible at all times. *Yes*

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
mpartment to another. *Yes* Is the shaft tunnel watertight. *Yes* Is it fitted with a watertight door. *Yes* worked from. *Upper Deck*

means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork. *Yes*

rs, No. *One* No. of stages. *1* diameters. *4.72"* stroke. *14.17"* driven by. *Main Engine*

ressors, No. *Two* No. of stages. *2* diameters. *4.33", 4.92"* stroke. *3.93"* driven by. *Motor*

Compressors, No. *One* No. of stages. diameters. stroke. driven by.

ide for first charging the air receivers. *Motor Driven Compressor*

aps, No. *One* diameter. *23.62"* stroke. *11.41"* driven by. *Main Engine*

rank shafts, diameter as per Rule. No. *Leyland 100 H.P., 1 Caterpillar 65 H.P., 1 Juncker 25 H.P.*

as fitted. *Leyland 2.5" Caterpillar 2.16" Juncker 2.75"* Position. *Caterpillar p.s. Leyland, Juncker s.s. Shafts F.S.A.*

engines been constructed under special survey. Is a report sent herewith. *Yes*

003349-003356-0102

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AIR RECEIVERS:—Have they been made under survey No State No. of report or certificate 46
 Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
 Can the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes
 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. 4 Total cubic capacity 52 cu. ft. Internal diameter 1' 5" thickness .35"
 Seamless, welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength Working pressure
 Actual 35 Atmos.
 Tested to 70 Atmos.

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 Receivers Separate fuel tanks
 (If not, state date of approval)
 Donkey boilers General pumping arrangements Yes Pumping arrangements in machinery space Yes
 Oil fuel burning arrangements
 Have Torsional Vibration characteristics been approved Date of approval

SPARE GEAR.

Has the spare gear required by the Rules been supplied No
 State the principal additional spare gear supplied None

The foregoing is a correct description,

Manufacturer

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

Dates of examination of principal parts—Cylinders 5.5.49 Covers 5.5.49 Pistons 5.5.49 Rods 5.5.49 Connecting rods 5.5.49
 Crank shaft 17.8.49 Flywheel shaft Thrust shaft 17.8.49 Intermediate shafts 17.8.49 Tube shaft
 Screw shaft 10.1.49 Propeller 10.1.49 Stern tube 10.1.49 Engine seatings 17.8.49 Engine holding down bolts 17.8.49
 Completion of fitting sea connections 17.8.49 Completion of pumping arrangements 27.8.49 Engines tried under working conditions 27.8.49
 Crank shaft, material Forged Steel Identification mark Flywheel shaft, material Identification mark
 Thrust shaft, material Mild Steel Identification mark Intermediate shafts, material Mild Steel Identification marks
 Tube shaft, material Identification mark Screw shaft, material Mild Steel Identification mark
 Identification marks on air receivers

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
 Description of fire extinguishing apparatus fitted Portable Fire Pump and Foam Extinguishers
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes If so, have the requirements of the Rules been complied with Yes
 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

General Remarks (State quality of workmanship, opinions as to class, &c.)
The main engines of this vessel have not been built under our Special Survey. They have been opened up, examined and the workmanship and material appear to be good. The machinery has been tried at full power and found satisfactory, and is now in good and safe working condition and eligible in my opinion to receive the notation of L.R. 11.49.

(The Owner has stated that it is intended to fit a duplicate General Service Pump as soon as obtainable.)

The amount of Entry Fee ... £ 168 : 0 : 0
 Special ... £ When applied for 29.12.1949
 Donkey Boiler Fee... £ When received 19
 Travelling Expenses (if any) £

A. G. Bone
 Engineer Surveyor to Lloyd's Register of Shipping.

(Committee's Minute) FRI 9 JUN 1950
 Assigned Deferred

