

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 17.8.1938 When handed in at Local Office

19 Port of LISBON.

No. in Survey held at LISBON

Date, First Survey 31.5.38 Last Survey 11.8.1938

Reg. Book 83553 on the S.S. "SILVA GOUVEIA"

(Number of Visits 16)

Gross 893

Net 511

When built 1922

Built at Hamburg By whom built Schiffswerke V.J. &amp; Sch. A.G. Yard No.

Engines made at Dresden By whom made Maschfabrik A.G. Vebigan Engine No. 1642 when made 1921

Boilers made at " By whom made " " Boiler No. when made 1921

Registered Horse Power Owners Soc. Gen. de Comercio Industrial Transportes Lda. Port belonging to Lisbon

Nom. Horse Power as per Rule 87 120 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

## ENGINES, &amp;c. — Description of Engines Inverted Cylinder, Reciprocating.

Dia. of Cylinders 427.671.1100 Length of Stroke 702 Revs. per minute 80 No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journal as per rule 215 Dia. of Crank pin 203 Crank webs Mid. length breadth 410 Thickness parallel to axis 150

Diameter of Thrust shaft under collars as per rule 214 Diameter of Tunnel shaft as per rule 204 Diameter of Screw shaft as per rule 234 Is the Screw shaft

fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned Yes If the liner does not fit tightly at the part

between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive Yes

If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated Lignum vitae Length of Stern Bush 1000 m.m. Diameter of Propeller 3040

Pitch of Propeller 13' 0" No. of Blades 4 State whether Moveable No Total Surface square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 69 Stroke Can one be overhauled while the other is at work Yes

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 61 Stroke Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps Feed - ONE - 167 x 106 x 120. Bilge 190 x 215 x 290

No. and size of Pumps connected to the Main Bilge Line One 190 x 215 x 290.

No. and size of Ballast Pumps One 190 x 215 x 290 No. and size of Lubricating Oil Pumps, including Spare Pump

Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps: — In Engine and Boiler Room One Port 60. One Starboard 60 and in Holds, &amp;c. No. 1. P. S. each, one - 65 m.m.

No. 2. P. S. Ford each, one - 60 m.m. P. S. aft each, one - 60 m.m.

No. and size of Main Water Circulating Pump Bilge Suctions 89 m.m. No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges None 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. No

Are all connections with the sea direct on the skin of the ship No Are they 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 Discharge Pipes 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 Yes

What Pipes are carried through the bunkers None How are they protected

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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Cylinder Tops.

MAIN BOILERS, &amp;c. — (Letter for record 7.5.37) Total Heating Surface of Boilers 95.52 sq. m. 2056 #

Is Forced Draft fitted No No. and Description of Boilers 2, Scotch. Working Pressure 3 kg per sq. cm.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes 12 kg. = 170 lb.

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

PLANS: Are approved plans forwarded herewith for Shafting 7.5.37 Main Boilers 7.5.37 Auxiliary Boilers Donkey Boilers

General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: — Top bottom end braces, piston rings for each piston

rings for piston valves, main bearing bolts, bottom &amp; top end bolts, coupling

bolts, valves for pumps, air pump rod, pump links, other spares.

The foregoing is a correct description.

Manufacturer.



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During progress of  
work in shops --

Dates  
of Survey  
while  
building

During erection on  
board vessel --

Total No. of visits

Dates of Examination of principal parts -- Cylinders 31. 5. 38 Slides 31. 5. 38  
Covers 31. 5. 38 Pistons 31. 5. 38 Rods 31. 5. 38  
Connecting rods 31. 5. 38 Crank shaft 31. 5. 38 Thrust shaft 31. 5. 38  
Tunnel shafts 31. 5. 38 Screw shaft 8. 7. 38 Propeller 8. 7. 38  
Stern tube 8. 7. 38 Engine and boiler seatings Engines holding down bolts 8. 7. 38  
Completion of pumping arrangements 6. 6. 38 Boilers fixed Engines tried under steam 11. 8. 38  
Completion of fitting sea connections Stern tube Screw shaft and propeller  
Main boiler safety valves adjusted Yes Thickness of adjusting washers P. 5. 34 1/2 in. S. 5. 30 1/2 in.  
Material of Crank shaft Identification Mark on Do.  
Material of Thrust shaft Identification Mark on Do.  
Material of Tunnel shafts Identification Marks on Do.  
Material of Screw shafts Identification Marks on Do.  
Material of Steam Pipes Steel. Test pressure 26 kg. per sq. cm. Date of Test 27. 6. 38  
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.  
Have the requirements of the Rules for carrying and burning oil fuel 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.)

Vessel placed in drydock. Examined propeller, screwshaft, stern tube & tube, sea cocks & valves, outside fastenings, cylinders, pistons, slide valves, crank, thrust & tunnel shafting, air, feed, circulating, bilge, ballast pumps & valves, condenser under test, pumping arrangements, auxiliaries, electric light installation, spares, bilge injection. The circulating pump casting fractured some months ago & was fitted with a steel band which is considered efficient, the fracture being tight when the machinery was running under full working conditions. A new casting was ordered from the engine builders & it is stated will be fitted at the first convenient opportunity after delivery. The Sup<sup>t</sup> was informed that it would be necessary to fit a direct engine room bilge suction to the ballast pump & as this meant modification of present pipe lines at the pump he stated he would like this confirmed by the Committee as the vessel has been in service some years without it. There is no plan available of pumping arrangements. Suctions to tanks:--Forepeak 75 L. N° 1 Centre 95. N° 2 each P & S 95 <sup>centre</sup> each with wing 75. N° 3 & 4 115 wing 90 mm. N° 5 P & S. each, wing 85 & centre 95. After peak 1" drain cock to tunnel well. This is a drinking water tank with hand pump above.

Machinery examined on trial run under full working conditions & found satisfactory, & is eligible in my opinion to be classed LMC 8. 38. T.S. 8. 38 C.L.

The amount of Entry Fee ... £ : : When applied for,  
Special Inclusive Fee £ 2 10 : : 19  
Donkey Boiler Fee See ... £ 6 : : When received,  
Travelling Expenses (if any) £ : : 19

G. J. H. L. L.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 18 OCT 1938

Assigned

LMC 8. 38  
S. 8. 38 C.L.

Subject



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