

REPORT ON MACHINERY.

No. 18238.

Date of writing Report 4 June 1924 When handed in at Local Office 5 June 1924 Port of Greenock
 Received at London Office 11 June 1924
 No. in Survey held at Greenock Date, First Survey 1 April Last Survey 22nd April 1924
 Reg. Book. on the single screw steamer DE GONDIM (Number of Visits 4)
 Master ✓ Built at Greenock By whom built George Brown & Co (N143) Tons } Gross 431.38
 Engines made at Glasgow By whom made Ross & Duncan Ltd. when made 1924 } Net 196.33
 Boilers made at ✓ By whom made ✓ when made ✓
 Registered Horse Power ✓ Owners The Ministerio Marinha, Brazil Port belonging to Rio de Janeiro
 Nom. Horse Power as per Section 28 ✓ Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓

ENGINES, &c.—Description of Engines

| Dia. of Cylinders | | Length of Stroke | Revs. per minute | No. of Cylinders | | No. of Cranks | |
|---|--|---|------------------|---|--|---|--|
| Is the screw shaft fitted with a continuous liner the whole length of the stern tube | | If the liner is in more than one length are the joints burned | | Is the after end of the liner made water tight | | If 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 | |
| If two liners are fitted, is the shaft lapped or protected between the liners | | Length of stern bush | | Dia. of Tunnel shaft as per rule as fitted | | Dia. of Crank shaft journals as per rule as fitted | |
| Dia. of Crank pin | | Size of Crank webs | | Dia. of thrust shaft under collars | | Dia. of screw Pitch of Screw | |
| No. of Blades | | State whether moveable | | Total surface | | No. of Feed pumps | |
| Diameter of ditto | | Stroke | | Can one be overhauled while the other is at work | | No. of Bilge pumps | |
| Diameter of ditto | | Stroke | | Can one be overhauled while the other is at work | | No. of Donkey Engines | |
| Sizes of Pumps | | No. and size of Suctions connected to both Bilge and Donkey pumps | | In Engine Room | | In Holds, &c. | |
| No. of Bilge Injections | | sizes | | Connected to condenser, or to circulating pump | | Is a separate Donkey Suction fitted in Engine room & size | |
| Are all the bilge suction pipes fitted with roses | | Are the roses in Engine room always accessible | | Are the sluices on Engine room bulkheads always accessible | | Are all connections with the sea direct on the skin of the ship | |
| Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates | | Are the Discharge Pipes above or below the deep water line | | Are they each fitted with a Discharge Valve always accessible on the plating of the vessel | | Are the Blow Off Cocks fitted with a spigot and brass covering plate | |
| What pipes are carried through the bunkers | | How are they protected | | Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times | | Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges | |
| Is the Screw Shaft Tunnel watertight | | Is it fitted with a watertight door | | worked from | | | |

BOILERS, &c.—(Letter for record) Manufacturers of Steel

| Total Heating Surface of Boilers | Is Forced Draft fitted | No. and Description of Boilers | |
|--|--|---|--|
| Working Pressure | Tested by hydraulic pressure to | Date of test | No. of Certificate |
| Can each boiler be worked separately | Area of fire grate in each boiler | No. and Description of Safety Valves to each boiler | |
| Smallest distance between boilers or uptakes and bunkers or woodwork | Mean dia. of boilers | Length | Material of shell plates |
| Thickness | Range of tensile strength | Are the shell plates welded or flanged | |
| long. seams | Diameter of rivet holes in long. seams | Pitch of rivets | Descrip. of riveting: cir. seams |
| Per centages of strength of longitudinal joint | Working pressure of shell by rules | Size of manhole in shell | |
| Size of compensating ring | No. and Description of Furnaces in each boiler | | Material |
| Length of plain part | Thickness of plates | Description of longitudinal joint | |
| Working pressure of furnace by the rules | Combustion chamber plates: Material | | Thickness: Sides |
| Pitch of stays to ditto: Sides | Back | Top | If stays are fitted with nuts or riveted heads |
| Material of stays | Area at smallest part | Area supported by each stay | Working pressure by rules |
| Material | Thickness | Pitch of stays | How are stays secured |
| Area at smallest part | Area supported by each stay | Working pressure by rules | Material of Front plates at bottom |
| Thickness | Material of Lower back plate | Thickness | Greatest pitch of stays |
| Diameter of tubes | Pitch of tubes | Material of tube plates | Thickness: Front |
| Pitch across wide water spaces | Working pressures by rules | Girders to Chamber tops: Material | Depth and |
| thickness of girder at centre | Length as per rule | Distance apart | Number and pitch of stays in each |
| Working pressure by rules | Steam dome: description of joint to shell | | % of strength of joint |
| Diameter | Thickness of shell plates | Material | Description of longitudinal joint |
| Pitch of rivets | Working pressure of shell by rules | Crown plates | Thickness |

SUPERHEATER. Type _____ Date of Approval of Plan _____ Tested by Hydraulic Pressure to _____
 Date of Test _____ Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler _____
 Diameter of Safety Valve _____ Pressure to which each is adjusted _____ Is Easing Gear fitted _____

009481-004492-0109

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

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 4

Is the approved plan of main boiler forwarded herewith

Is the approved plan of main boiler forwarded herewith

Dates of Examination of principal parts—Cylinders Slides Covers Pistons Rods

Connecting rods Crank shaft Thrust shaft Tunnel shafts Screw shaft Propeller

Stern tube Steam pipes tested Engine and boiler seatings 1-4-24 Engines holding down bolts

Completion of pumping arrangements Boilers fixed Engines tried under steam

Completion of fitting sea connections 7-4-24 Stern tube 15-4-24 Screw shaft and propeller 22-4-24

Main boiler safety valves adjusted Thickness of adjusting washers

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 Test pressure

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 Section 49 of the Rules 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.)

This vessel has proceeded to Glasgow where the machinery will be fitted on board.

2887 5/16/24

Certificate (if required) to be sent to The Surveyors are requested not to write on or below the space for Committee's Minute.

Table with columns for fees: The amount of Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses (if any) and When applied for/When received.

S. Honey Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 10 JUN 1924 Assigned See G.S. Rpt. No. 43690.

TUES. 19 AUG 1924



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