

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18 AUG 1954

Date of writing Report 10th. Aug 54 When handed in at Local Office 10. 8. 1954 Port of Rio de Janeiro

No. in Survey held at Rio de Janeiro
Reg. Book.

Date, First Survey 9th January 1951 Last Survey 10th August 1954

(Number of Visits 18)

24722 on the Tw. Sc. Steamer "RIO GUADIANA"

Tons { Gross 4033
Net

Built at Port Glasgow By whom built Lithgows Ltd.

Yard No. 1011

When built 1945

Engines made at Greenock
Altered and completed at Rio de Janeiro

By whom made John G. Kincaid & Co. Ltd. Engine No. 761/772 When made 1945

Boilers made at Renfrew

By whom made Babcock & Wilcox Ltd. Boiler No. 10/1650 When made 1945

15 & 16.

Registered Horse Power -

Owners E. G. Fontes e Cia.

Port belonging to Rio de Janeiro

Nom. Horse Power as per Rule 658

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which Vessel is intended Trading between the limits of Trinidad and the River Plate

Engines, &c. — All as per Greenock Report No. 23110 except as noted below.

Revs. per minute

Dis. of Cylinders	Length of Stroke	No. of Cylinders	No. of Cranks
Crank shaft, dia. of journals as per Rule as fitted	Crank pin dia.	Crank webs Mid. length breadth Mid. length thickness	Thickness parallel to axis shrunk Thickness around eye-hole

Intermediate Shafts, diameter as per Rule as fitted	Thrust shaft, diameter at collars as per Rule as fitted
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Tube Shafts, diameter as per Rule as fitted	Screw Shaft, diameter as per Rule as fitted	Is the { tube } shaft fitted with a continuous liner { screw }
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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
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If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia.	Pitch	No. of Blades	Material	whether Moveable	Total Developed Surface	sq. feet
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Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps { No. and size How driven	Pumps connected to the Main Bilge Line { No. and size How driven
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Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps; — In Engine and Boiler Room

In Pump Room - In Holds, &c. 1 - F.P.-3". 2 - No. 1 Hold-3". 1 - No. 1 dry d.b.

1 - 3". 2 - No. 3 Hold-3". 1 - No. 2 dry d.b. tank-3". 2 - F.W. tank flat-3". 2 - tunnels-3". 1 - aft hold-3"

aft dry d.b. tank-3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges 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 pass through the bunkers none

How are they protected -

What 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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c. — (Letter for record) Total Heating Surface of Boilers 5325 X 2 = 10650 sq. ft.

Which Boilers are fitted with Forced Draft

Which Boilers are fitted with Superheaters

No. and Description of Boilers

Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting
(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements yes

Oil fuel Burning Piping Arrangements as original appd. plan.

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description.

Gillman

Manufacturer.



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Lloyd's Register
Foundation

During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - -
Examination
Total No. of visits 18.

1951 - 9.1.-20.12. 1952- 2.5.-24.10. 1953 - 26.3.-29.4. 1954- 8.1.-27.1.
-10.2-24.2.-17.3.-30.3. - 14.4.-15.4.-17.4.22.4. - 28.7.-10.8.

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons As per Greenock Report Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements 2nd August 1954 Boilers fixed 14th April 1954 Engines tried under steam 2nd August 1954
Main boiler safety valves adjusted 2nd August 1954 Thickness of adjusting washers all 21/64"
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material S.D. steel Test pressure 6751bs. Date of Test 10.2.54 12.4.54
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
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 -
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 yes If so, state name of vessel Transport Ferry type.

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been installed under Special Survey in accordance with the approved and noted plans and the Society's rules, The materials and workmanship are good.
The vessel was placed in drydock from 7th to 28th April 1954 and the screwshafts (drawn inboard) oil glands, sternbushes, sea cocks and valves and all outside fastenings were examined.
During the period April to August 1954, during fitting out all the main and auxiliary machinery including main engine cylinders, pistons, valves, crank and thrust shafting, pumps, pumping arrangements, condensers, oil fuel installation and both boilers were opened out, examined and found or placed in good condition. The main and auxiliary machinery and boilers examined under working conditions and the boiler safety valves adjusted to 225lbs/sq.inch.
These engines and boilers have been satisfactorily fitted in the vessel, tested under working conditions on a short sea trial satisfactorily and are eligible, in my opinion, to be classed +LMC 8.54. Shafts OG - seen 4.54, WTBS 225lbs and fitted for Oil Fuel 8.54 F.P. above 150°F. and a new record of BS 8.54.

The amount of Entry Fee ... £ : : When applied for,
Special (etc.) ... £18,000.00 : 10.8.1954
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 650.00 : 19.

M. Caldwell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIDAY - 5 NOV 1954

Assigned +LMC 8.54 Fitted for O.F. 8.54 F.P. above 150°F.
+NE made '45 fitted '54
+NB made '45 fitted '54
2 WTBS 225lb. OG.