

REF

REPORT ON MACHINERY.

No. 26681

Date of writing

Sept 1926 When handed in at Local Office 3rd Sept. 1926 Port of New York

Received at London Office

18 SEP 1926

Reg. in No. in Reg. Doc.

70570526

steel screw steamer MUNORLEANS GENERAL G. W. GOETHALS

Gross 4418

Masted

made at

Vegeasack

By whom made

Bremer Vulkan

when made

1911

Boilers made at

d.

By whom made

d.

when made

1911

Registered Horse Power

Owners

Munson S. S. Line

Port belonging to

New York

Nom. Horse Power as per Section 28

604

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

Yes

ENGINES, &c.—Description of Engines

Quadruple Expansion

No. of Cylinders

4

No. of Cranks

4

Dia. of Cylinders

24-34-50-74

Length of Stroke

53 1/2

Revs. per minute

85

Dia. of Screw shaft

as per rule 15"

Material of

steel

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 water tight

in the propeller boss

yes

If the liner is in more than one length are the joints burned

-

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

yes

Length of stern bush

5'-2"

Dia. of Tunnel shaft

as per rule 13'-6"

Dia. of Crank shaft journals

as per rule 14'-3"

Dia. of Crank pin

14'-3"

Size of Crank webs

9'-8"

Dia. of thrust shaft under

collars

14'-5"

Dia. of screw

17'-9"

Pitch of Screw

17'-0"

No. of Blades

4

State whether moveable

yes

Total surface

99 sq

No. of Feed pumps

2

Diameter of ditto

4'-4"

Stroke

26'-2"

Can one be overhauled while the other is at work

yes

No. of Bilge pumps

2

Diameter of ditto

5"

Stroke

26'-2"

Can one be overhauled while the other is at work

yes

No. of Donkey Engines

2

Sizes of Pumps

10"x16"x14, 9"x5 1/2"x9"

No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room

4-5"

In Holds, &c.

1-4" each side

90 m/ft on plan

No. of Bilge Injections

1

sizes

8"

Connected to condenser or to circulating pump

yes

Is a separate Donkey Suction fitted in Engine room & size

Are all the bilge suction pipes fitted with roses

yes

Are the roses in Engine room always accessible

yes

Are the sluices on Engine room bulkheads always accessible

-

Are all connections with the sea direct on the skin of the ship

yes

Are they Valves or Cocks

Valves

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

below

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

Are all pipes 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

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges

yes

Is the Screw Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from

Upper deck

OILERS, &c.—(Letter for record

S)

Manufacturers of Steel

Total Heating Surface of Boilers

8634 sq

Is Forced Draft fitted

yes

No. and Description of Boilers

3 S.E. Scotch type

Working Pressure

220 lb

Tested by hydraulic pressure to

-

Date of test

-

No. of Certificate

-

Can each boiler be worked separately

yes

Area of fire grate in each boiler

66.2 sq

No. and Description of Safety Valves to

each boiler

2 spring loaded

Area of each valve

12.56 sq

Pressure to which they are adjusted

180 lb

Smallest distance between boilers or uptakes and bunkers or woodwork

15"

Mean dia. of boilers

15'-3"

Length

12'-1"

Material of shell plates

steel

Thickness

17/32

Range of tensile strength

64000 lb

Are the shell plates welded or flanged

no

Descrip. of riveting: cir. seams

D.R. lap

g. seams

QRDBS

Diameter of rivet holes in long. seams

17/32

Pitch of rivets

19.2"

Lap of plates or width of butt straps

32 5/8"

Percentages of strength of longitudinal joint

86%

Working pressure of shell by rules

232 lb

Size of manhole in shell

11 1/2" x 12 1/4"

Size of compensating ring

13 x 17/32

No. and Description of Furnaces in each boiler

3 Morrison

Material

steel

Outside diameter

49 1/2"

Length of plain part

top

bottom

Thickness of plates

43"

Description of longitudinal joint

welded

No. of strengthening rings

yes

Working pressure of furnace by the rules

224 lb

Combustion chamber plates: Material

steel

Thickness: Sides

45"

Back

45"

Top

45"

Bottom

55"

Pitch of stays to ditto: Sides

6 1/4" x 7 1/2"

Back

7 1/2" x 8 1/4"

Top

7 1/2" x 8 1/4"

If stays are fitted with nuts or riveted heads

no

Working pressure by rules

263 lb

Material of stays

steel

Area at smallest part

1.45 sq

Area supported by each stay

53

Working pressure by rules

220 lb

End plates in steam space:

Material

steel

Thickness

1 1/4"

Pitch of stays

14 1/4" x 14 3/4"

How are stays secured

Double nut

Working pressure by rules

255 lb

Material of stays

steel

Area at smallest part

5.65 sq

Area supported by each stay

210 sq

Working pressure by rules

280 lb

Material of Front plates at bottom

steel

Thickness

1 3/32

Material of Lower back plate

steel

Thickness

1 3/4"

Greatest pitch of stays

11 1/4" x 13 3/4"

Working pressure of plate by rules

242 lb

Diameter of tubes

2 3/4"

Pitch of tubes

3 1/2"

Material of tube plates

steel

Thickness: Front

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— One pair top end bolts + nuts, One pair bottom end bolts + nuts, one set shaft coupling bolts, one pair main bearing bolts. Feed + bilge pump valves, assorted nuts bolts + iron.

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

Is the approved plan of main boiler forwarded herewith yes

" " " donkey " " "

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

Connecting rods Crank shaft 30/7/26 Thrust shaft 30/7/26 Tunnel shafts 25/9/25 Screw shaft 25/9/25 Propeller 25/9/25

Stern tube 25/9/25 Steam pipes tested Engine and boiler seatings 19/8/26 Engines running down boiler 1/2

Completion of pumping arrangements Boilers fixed Engines tried under steam

Completion of fitting sea connections Stern tube Screw shaft and propeller

Main boiler safety valves adjusted 27/8/26 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 Mark on Do.

Material of Steam Pipes Test Certificate

Is an installation fitted for burning oil fuel No 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 YES If so, state name of vessel MANDA

General Remarks (State quality of workmanship, opinions as to class, &c.

The machinery of this vessel has not been built under Survey but it has been examined & found to be in accordance with the Rules, & the workmanship & material are good.

For particulars of examination made please see repair report herewith.

The machinery of this vessel is now in good & safe working condition & eligible in my opinion to receive the notation LMC 8.26 when the survey is completed.

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

The amount of Entry Fee ... £ Included: Special ... £ in : When applied for, 19. Donkey Boiler Fee ... £ Hull : When received, 19. Travelling Expenses (if any) £ fee. : 19.

Committee's Minute

Assigned See Rpt. 9 attached

NEW YORK SEP 8 - 1920

John S. Heck.

Engineer Surveyor to Lloyd's Register of Shipping.



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