

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 10th Dec 1926 When handed in at Local Office 10/12/26 Port of Southampton
 No. in Survey held at Southampton Date, First Survey April 15th Last Survey 10th December 1926
 Reg. Book. on the Twin Le Double Ended Ferry Steamer "IMBUHY" (Number of Visits 34) Tons Gross 480.29 Net 216.13
 Built at Southampton By whom built J. J. Thomecroft & Co. Ltd. Yard No. 1060 When built 1926.12.
 Engines made at do By whom made do Engine No. 1060 when made 1926.
 Boilers made at Glasgow By whom made D & W. Henderson & Co. Ltd. Boiler No. 850 when made 1926.
 Registered Horse Power Owners Companhia Cantunira Viacao Port belonging to Rio de Janeiro
 Nom. Horse Power as per Rule 127 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes.
 Trade for which Vessel is intended Harbour Service at Rio de Janeiro.

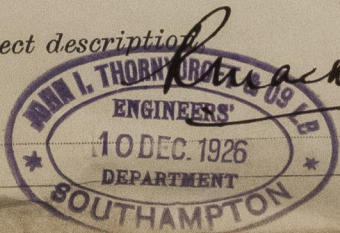
ENGINES, &c.—Description of Engines Four sets of compound engines coupled to 4 screw shafts Revs. per minute 140
 Dia. of Cylinders 11 3/4" x 24 3/4" Length of Stroke 16" No. of Cylinders 8 No. of Cranks 8
 Crank shaft, dia. of journals as per Rule 6.07" as fitted 6 1/16" Crank pin dia. 6 1/16" Crank webs Mid. length breadth 11 7/8" Mid. length thickness 3 1/8" Thickness parallel to axis 3 1/8" Thickness around eye-hole 2 1/8"
 Intermediate Shafts, diameter as per Rule 5.21" as fitted 5 1/2" Thrust shaft, diameter at collars as per Rule 5.47" as fitted 5.5"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 5.93" as fitted 5 1/16" Is the tube shaft fitted with a continuous liner no
 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 yes
 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 yes
 Propeller, dia. 6'-0" Pitch 11'-2" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 193. sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps No. and size Two duplex 8 1/2" x 6" x 13" Pumps connected to the Main Bilge Line No. and size Two at 6" x 6" x 6" one at 7" x 4 1/2" x 8"
 How driven steam Lubricating Oil Pumps, including Spare Pump, No. and size
 Ballast Pumps, No. and size One Gardner 7" x 4 1/2" x 8" Suctions, connected to both Main Bilge Pumps and Auxiliary
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room Six at 2" In Holds, &c. Forward hold Two at 2 1/4" after hold Two at 2 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one at 3"
 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 yes
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with 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 Overboard Discharges 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 Bunker bilge suction only How are they protected wood casing
 Have they been tested as per Rule yes
 What pipes pass through the deep tanks
 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 Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2412.
 Is Forced Draft fitted no No. and Description of Boilers 3. S.B. Working Pressure 150 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers Donkey Boilers
 (If not state date of approval) Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 propellers 2 screw shafts. 1 crank shaft. 2 bottom end braces, 2 crosshead braces, 2 valve spindles, 2 eccentric straps, 2 sets of top & bottom end bolts & nuts, 2 sets of main bearing bolts & nuts, 2 sets of coupling bolts & nuts, 1 doz. junk tying bolts, 24 condenser tubes, 24 boiler tubes, 1 set of fuel & bilge pump valves, 1 set of piston springs, a quantity of assorted bolts & nuts, Iron of various sizes, 2 valve spindles with bushes & nuts Complete. 2 eccentric straps complete.

The foregoing is a correct description



Manufacturer.



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