

Captaine Henri Hallier

# REPORT ON MACHINERY.

No. 6  
WED. DEC. 14 1921

Received at London Office

Date of writing Report 21 Dec 1921 When handed in at Local Office 10 Dec 1921 Port of Paris  
 Date, First Survey 19/11/20 Last Survey 8/8/1921  
 No. in Survey held at S<sup>t</sup> Denis-sur-Seine (Number of Visits 11)  
 Reg. Book. on the Engine No 2286 for "Marie Louise agrandie" Type Vessels (N<sup>o</sup> 12 to 19) Tons } Gross ✓  
 } Net ✓  
 Master Built at Caen By whom built Chantiers Navals Français When built 1921  
 Engines made at S<sup>t</sup> Denis By whom made Ateliers & Chantiers de la Loire when made 1921  
 Boilers made at \_\_\_\_\_ By whom made \_\_\_\_\_ when made \_\_\_\_\_  
 Registered Horse Power \_\_\_\_\_ Owners French Government Port belonging to \_\_\_\_\_  
 Nom. Horse Power as per Section 28 235,5 Is Refrigerating Machinery fitted for cargo purposes \_\_\_\_\_ Is Electric Light fitted \_\_\_\_\_

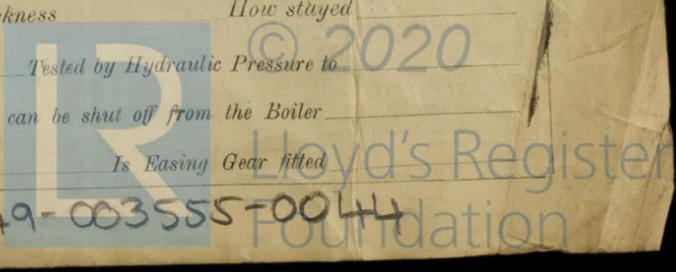
ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3  
 Dia. of Cylinders 18 1/8" 29 1/8" 50 3/8" Length of Stroke 37 1/16" Revs. per minute 90 Dia. of Screw shaft as per rule 296 Material of Steel  
 as fitted 296 (screw shaft)  
 the screw shaft fitted with a continuous liner the whole length of the stern tube No Is the after end of the liner made water tight  
 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  
 bearings are fitted, is the shaft lapped or protected between the liners Yes Length of stern bush 1 m, 17  
 Dia. of Tunnel shaft as per rule 248 Dia. of Crank shaft journals as per rule 264 Dia. of Crank pin 264 Size of Crank webs 165 Dia. of thrust shaft under  
 as fitted 248 as fitted 264 Total surface 6 m<sup>2</sup>, 85  
 No. of Feed pumps 2 Diameter of ditto 65 Stroke 480 Can one be overhauled while the other is at work Yes  
 No. of Bilge pumps 2 Diameter of ditto 65 Stroke 480 Can one be overhauled while the other is at work Yes  
 No. of Donkey Engines \_\_\_\_\_ Sizes of Pumps \_\_\_\_\_ No. and size of Suctions connected to both Bilge and Donkey pumps  
 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 Valves or Cocks  
 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 \_\_\_\_\_

OILERS, &c.—(Letter for record \_\_\_\_\_) Manufacturers of Steel \_\_\_\_\_  
 Total Heating Surface of Boilers \_\_\_\_\_ Is Forced Draft fitted \_\_\_\_\_ No. and Description of Boilers \_\_\_\_\_  
 Working Pressure 14 kg 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 \_\_\_\_\_ Area of each valve \_\_\_\_\_ Pressure to which they are adjusted \_\_\_\_\_ Are they fitted with easing gear  
 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 \_\_\_\_\_ Descrip. of riveting: cir. seams  
 long. seams \_\_\_\_\_ Diameter of rivet holes in long. seams \_\_\_\_\_ Pitch of rivets \_\_\_\_\_ Lap of plates or width of butt straps  
 Percentages of strength of longitudinal joint \_\_\_\_\_ rivets \_\_\_\_\_ Working pressure of shell by rules \_\_\_\_\_ Size of manhole in shell  
 plate \_\_\_\_\_  
 Size of compensating ring \_\_\_\_\_ No. and Description of Furnaces in each boiler \_\_\_\_\_ Material \_\_\_\_\_ Outside diameter  
 Length of plain part \_\_\_\_\_ Thickness of plates \_\_\_\_\_ crown \_\_\_\_\_ Description of longitudinal joint \_\_\_\_\_ No. of strengthening rings  
 bottom \_\_\_\_\_  
 Working pressure of furnace by the rules \_\_\_\_\_ Combustion chamber plates: Material \_\_\_\_\_ Thickness: Sides \_\_\_\_\_ Back \_\_\_\_\_ Top \_\_\_\_\_ Bottom \_\_\_\_\_  
 Pitch of stays to ditto: Sides \_\_\_\_\_ Back \_\_\_\_\_ Top \_\_\_\_\_ If stays are fitted with nuts or riveted heads \_\_\_\_\_ Working pressure by rules \_\_\_\_\_ End plates in steam space:  
 Material of stays \_\_\_\_\_ Area at smallest part \_\_\_\_\_ Area supported by each stay \_\_\_\_\_ Working pressure by rules \_\_\_\_\_ Material of stays  
 Material \_\_\_\_\_ Thickness \_\_\_\_\_ Pitch of stays \_\_\_\_\_ How are stays secured \_\_\_\_\_ Working pressure by rules \_\_\_\_\_ Material of Front plates at bottom  
 Area at smallest part \_\_\_\_\_ Area supported by each stay \_\_\_\_\_ Working pressure by rules \_\_\_\_\_ Working pressure of plate by rules  
 Thickness \_\_\_\_\_ Material of Lower back plate \_\_\_\_\_ Thickness \_\_\_\_\_ Greatest pitch of stays \_\_\_\_\_ Working pressure of plate by rules  
 Diameter of tubes \_\_\_\_\_ Pitch of tubes \_\_\_\_\_ Material of tube plates \_\_\_\_\_ Thickness: Front \_\_\_\_\_ Back \_\_\_\_\_ Mean pitch of stays  
 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 \_\_\_\_\_ Diam. of rivet holes  
 Pitch of rivets \_\_\_\_\_ Working pressure of shell by rules \_\_\_\_\_ Crown plates \_\_\_\_\_ Thickness \_\_\_\_\_ How stayed \_\_\_\_\_

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 \_\_\_\_\_

L.H.  
14/12/21



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— 1 Connecting rod top end cap, 1 connecting rod top end half bearing, 2 connecting rod bottom end cap, 2 connecting rod bottom end half bearing, 2 connecting rod top end bolts, 2 connecting rod bottom end bolts, 2 main bearing bolts, 6 Shaft coupling bolts, 4 bilge pump valves, 4 seats for same, 4 feed pump valves, 4 seats for same, 2 HP piston rings, 2 IP piston rings, 2 LP piston rings, 39 condenser tubes with 78 ferrules, 1 propeller.

The foregoing is a correct description, Ateliers & Chantiers de la Loire Le Directeur, S-DENIS, France, Manufacturer.

Dates of Survey while building: During progress of work in shops -- 19/11/20 - 20/12/20 - 10/2/21 - 21/3/21 16/3/21 15/4/21 26/4/21 24/5/21 4/7/21 - 26/7/21; During erection on board vessel -- ; Total No. of visits

Is the approved plan of main boiler forwarded herewith

Dates of Examination of principal parts: Cylinders 19/11/20, Slides ditto, Covers ditto, Pistons 10/2/21, Rods ditto, Connecting rods ditto, Crank shaft 16/3/21, Thrust shaft 24/5/21, Tunnel shafts 24/5/21, Screw shaft 16/3/21, Propeller 24/5/21, Stern tube, Steam pipes tested, Engine and boiler seatings, Engines holding down bolts

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, Thickness of adjusting washers

Material of Crank shaft Steel, Identification Mark on Do. R, Material of Thrust shaft Steel, Identification Mark on Do. R

Material of Tunnel shafts Steel, Identification Marks on Do. R, Material of Screw shafts Steel, Identification Marks on Do. R

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 engine has been constructed under special survey at the Shops of the "Ateliers & Chantiers de la Loire at S. Denis, in accordance with approved plans; The materials and workmanship are good and satisfactory. The materials have been tested to our satisfaction.

This engine is intended to be placed on board of one of the vessels Nos 12 to 19 built at Chantiers Navals Français under the Special Survey of the Society's Surveyor at Caen.

The present report is to be completed:—

- 1) As regards machinery, by the Society's Surveyor at Caen.
2) As regards Boilers, which are being constructed by Messrs Ateliers & Chantiers de la Loire at S. Denis, by the Paris Office, when the boilers will be completed.

The amount of Entry Fee ... £ 23-11-0, Special, Donkey Boiler Fee ... £, Travelling Expenses (if any) £ 220.00

W. J. Vincent, Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 23 FEB. 1923

Committee's Minute

Assigned



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