

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 MAY 1948

Report 17th May 1948. When handed in at Local Office 19 Port of Nantes
 Survey held at Saint Nazaire Date, First Survey 15th July 1947 Last Survey 19
 (Number of Visits)
 the single screw steamer "Saint Bertrand" in Chamist Tons (Gross 552.2
Vege sack By whom built Bremer Vulkan Yard No. / When built 1929
 (Net 331.6)
 By whom made Bremer Vulkan Engine No. / When made 1929
 By whom made Bremer Vulkan Boiler No. / When made 1929
 Horse Power 646 M.V. Owners French Government Port belonging to Le Havre
 Power as per Rule (646) M.V. Is Refrigerating Machinery fitted for cargo purposes. 96 Is Electric Light fitted Yes
 In vessel is intended General Cargo Europe-Pacific

Description of Engines 3 Cylinders Steam reciprocating engine and L.P. Turbine Revs. per minute 90
 Dimensions 30" x 48.5" x 78" Length of Stroke 55" No. of Cylinders 3 No. of Cranks 3
 Journals as per Rule / Crank pin dia. 17.2" Crank webs Mid. length breadth 25.6" Thickness parallel to axis
 as fitted 16.2" Mid. length thickness 10.6" shrunk Thickness around eye-hole
 Shafts, diameter as per Rule / Thrust shaft, diameter at collars as per Rule
 as fitted 15.5" as fitted 16.2"
 Diameter as per Rule / Screw Shaft, diameter as per Rule
 as fitted 15.5" as fitted 17.2" Is the { tube / screw } shaft fitted with a continuous liner { Yes

Thickness in way of bushes as per Rule / Thickness between bushes as per Rule
 as fitted 0.85" as fitted 0.75" Is the after end of the liner made watertight in the
Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner.
 Is 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.
 Is 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
 If so, state type / Length of Bearing in Stern Bush next to and supporting propeller 31.6" x 6"
18.17 Pitch 18.1 No. of Blades 4 Material Brass whether Moveable Yes Total Developed Surface 102.1 sq. feet
 worked from the Main Engines, No. 2 Diameter 3.93" Stroke 27.5" Can one be overhauled while the other is at work Yes
 worked from the Main Engines, No. 2 Diameter 4.55" Stroke 27.5" Can one be overhauled while the other is at work Yes
 and size One: 11.8" x 8.66" x 23.6" Pumps connected to the { No. and size One: 11.1" x 6.3" x 26.6"
 driven Steam Engine Main Bilge Line { How driven Steam Engine
 No. and size One: 11.1" x 14.2" x 26.6" Lubricating Oil Pumps, including Spare Pump, No. and size None
 Independent means arranged for circulating water through the Oil Cooler. Suctions, connected both to Main Bilge Pumps and Auxiliary
 In Engine and Boiler Room Two - 4" diameter
 In Holds, &c. four - 4" diameter

Circulating Pump Direct Bilge Suctions, No. and size One - 8.7" diam Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
Two - 4" diameter Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes. Yes
 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
 Connections fitted direct on the skin of the ship. Yes Are they fitted with Valves or Cocks. Yes
 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. 200.222
 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
 Pass through the bunkers. None How are they protected.
 Pass through the deep tanks. Bilge suction pipes Have they been tested as per Rule. Yes
 Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. Yes
 Prevention 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
 to another. Yes Is the Shaft Tunnel watertight. Yes Is it fitted with a watertight door. Yes worked from upper deck

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 9074.052 sq. feet
 Are fitted with Forced Draft all 3 main boilers Which Boilers are fitted with Superheaters. all 3 main boilers
 Description of Boilers Three cylindrical return flame Working Pressure 14.5 p.s.i. (206.4 lbs per sq. inch)
 REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 PRIMARY BOILER FITTED? No If so, is a report now forwarded?

Are approved plans forwarded herewith for Shafting. Main Boilers. Auxiliary Boilers. Donkey Boilers.
 (If not state date of approval) All plans destroyed by crew when vessel captured in 1939
 General Pumping Arrangements. Oil fuel Burning Piping Arrangements.

SPARE GEAR.

gear required by the Rules been supplied. Yes
 Additional spare gear supplied. Additional spare gear not yet supplied, but to be
ordered later on.

The foregoing is a correct description.

Manufacturer.



Dates of Survey while building & repairing

During progress of work in shops - - - } 16th July 1947 and subsequent dates. (Survey not finished and on board

During erection on board vessel - - - }

Total No. of visits

Dates of Examination of principal parts—Cylinders 12th September 1947 Slides 12th September 1947 Covers 12th Sept

Pistons 23rd September 1947 Piston Rods 23rd September 1947 Connecting rods 23rd September

Crank shaft 26th September 1947 Thrust shaft 25th August 1947 Intermediate shafts 23rd January

Tube shaft 23rd January 1948 Screw shaft 23rd January 1948 Propeller 23rd January 1948

Stern tube 23rd January 1948 Engine and boiler seatings 31st October 1947 Engines holding down bolts 31st Octo

Completion of fitting sea connections 28th January 1948

Completion of pumping arrangements 4th May 1948 Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

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 Test pressure Date of Test

Is an installation fitted for burning oil fuel Yes - (7.48) 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 - Commission as per approved plan

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? If so, state name of vessel

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

All the machinery, examined in order to make up this 1st entry has been thoroughly repaired as necessary.

Recommended. The machinery of this vessel is eligible, in my opinion, to be classed LMC 7.48 - TS 7.48 C.L.

(To be confirmed by Rpt 9 to be issued when the repairs are finished)

Certificate 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	£	:	:	When applied for,
Special	£	:	:	19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

Date FRI. 11 JUN 1948

Committee's Minute

See minute on file hull rpt



© 2020

Lloyd's Register Foundation

[Signature]
Engineer Surveyor to Lloyd's Register