

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 17-4-1931 When handed in at Local Office 17-4-1931 Port of Rouen 20 APR 1931
 No. in Survey held at Rouen Date, First Survey 23 January Last Survey 14 April 1931
 Reg. Book. on the steel sc "Alabama" (Number of Visits 10)
 Built at Rouen By whom built Chantiers de Normandie Yard No. 5⁶ Tons } Gross
 Engines made at Dunhurh By whom made Des Ateliers et Ch^{iers} de France Engine No. 16⁸⁶ when made 1930
 Boilers made at St Nazaire By whom made Des Ateliers et Ch^{iers} de St Nazaire Boiler No. 1291-1292 when made 1930
 Registered Horse Power 2 Owners Compagnie Generale Transatlantique Port belonging to Harre
 Nom. Horse Power as per Rule 212 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders as per Rule Length of Stroke No. of Cylinders Revs. per minute 24
 Crank shaft, dia. of journals as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule 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 none
 Propeller, dia. 5792 Pitch 5563 No. of Blades 4 Material Brass whether Moveable movable Total Developed Surface 521.6 sq. feet
 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 2 Weir 266 x 203 x 559, 1 Weir 216 x 152.4 x 320 Pumps connected to the { No. and size 1 254 x 279.6 x 254
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1-254 x 279.6 x 254, 2-228.6 x 152.4 x 254, 266.7 x 304 x 60 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 Engine room 3 each side 90^m Boiler room 1 each side 90^m
 Holds, &c. 1 each side of each hold 90^m 1 each peak 90^m

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1. 232^m Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3 each side 90^m
 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 Valves
 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 pass through the bunkers none How are they protected
 What pipes pass through the deep tanks none 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 yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from main deck

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers
 Forced Draft fitted No. and Description of Boilers Working Pressure
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? none If so, is a report now forwarded?
 LANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Preheaters General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes
 PARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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During progress of work in shops - -
Dates of Survey while building { 23.27 Jan - 3.9.17 Feb - 2.23.25.30 March 13 April
During erection on board vessel - - -
Total No. of visits 10

Dates of Examination of principal parts - Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft 2 March Intermediate shafts 2 March
Tube shaft Screw shaft 3 February Propeller 3 February
Stern tube 3 February Engine and boiler seatings 27 January Engines holding down bolts 9 Feb. 23 Feb. 30 March
Completion of fitting sea connections 3 February
Completion of pumping arrangements 30 March Boilers fixed 17 Feb. Engines tried under steam 13 April
Main boiler safety valves adjusted 23 & 25 March Thickness of adjusting washers
Crank shaft material Identification Mark Thrust shaft material Steel Identification Mark 431 MP
Intermediate shafts, material Steel Identification Marks 434 435 MP Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark 436 & 438 Steam Pipes, material Cooper Test pressure 25.500 Date of Test 23.30 Jan 5.10 Feb. 6 March
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 carrying and burning oil fuel been complied with yes
Is this machinery duplicate of a previous case yes If so, state name of vessel Alaska & Arizona

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

The MP piston clearance & the main exhaust pipe to the condenser have been examined in place and found in good condition

The thickness of adjusting washers is as follow

Aft boilers { 5th boiler { Port Valve 5
5th 6.3
Port boiler { Port Valve 5
5th. 6.3

Foreward boilers { 5th boiler { Port Valve 5.5
5th Valve 6.1
Port boiler { Port Valve 5.5
5th. valve 3.95

The erection on board has been surveyed, the workmanship is good

A trial at sea has been made and the result has been found very satisfactory

The machinery of this vessel merit in my opinion the favourable consideration of the Committee for to be classed and the notation of \boxtimes LMC 4.31 inserted in the Register Book.

The amount of Entry Fee ... £ 446. : When applied for, 17.4.1931
Special ... £ 2027 :
Donkey Boiler Fee ... £ : When received, 6.5.31
Travelling Expenses (if any) £ 125 : 1931

L. Hamelin
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 1 MAY 1931

Assigned

+ L. MC 4.31
Fitted for oil fuel 4.31 F.P. above 150°F
F.D. C.L.

CERTIFICATE WRITTEN



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