

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 26 FEB 1931

Date of writing Report 24. 2. 31 19 When handed in at Local Office 25. 2. 31. 19 Port of DUNKIRK

No. in Survey held at DUNKIRK Date, First Survey Jan. 22nd 1930. Last Survey 27th Jan 1931. Reg. Book. (Number of Visits 57.)

on the STEEL S.C. "ALABAMA" Tons } Gross ✓
Net ✓

Built at Rouen. By whom built Chantiers de Normandie Yard No. 56. When built

Engines made at DUNKIRK By whom made Soc. des Ateliers & Chantiers de France Engine No. 1676. when made 1930.

Boilers made at Saint Nazaire By whom made Boiler No. when made

Registered Horse Power Owners Cie Generale Transatlantique Port belonging to

Nom. Horse Power as per Rule 712. Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓

Trade for which Vessel is intended ✓

ENGINES, &c.—Description of Engines Triple Expansion Steam Reciprocating Revs. per minute 74.

Dia. of Cylinders 28" - 46 1/2" - 78" Length of Stroke 54" No. of Cylinders 3. No. of Cranks 3.

Crank shaft, dia. of journals as per Rule 14.83 as fitted 15 1/2" Crank pin dia. 16" Crank webs Mid. length breadth 25" Thickness parallel to axis 10 1/2" ✓
Mid. length thickness 10 1/2" shrunk Thickness around eye-hole 7 1/2" ✓

Intermediate Shafts, diameter as per Rule 14.12 as fitted Thrust shaft, diameter at collars as per Rule 14.12 as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube } shaft fitted with a continuous liner { screw }

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 ✓

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 ✓

If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓

Propeller, dia. ✓ Pitch ✓ No. of Blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ 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. 2 Diameter 5" Stroke 2'-7 1/2" Can one be overhauled while the other is at work ✓

Feed Pumps { No. and size ✓ How driven ✓ } Pumps connected to the Main Bilge Line { No. and size ✓ How driven ✓ }

Ballast Pumps, No. and size ✓ 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 ✓

In Holds, &c. ✓

SANITARY PUMP FITTED TO MAIN ENGINE, DIA. 2 1/2" - STROKE, 2'-7 1/2".

Main Water Circulating Pump Direct Bilge Suctions, No. and size ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ✓

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 ✓

Are all Sea Connections fitted direct on the skin of the ship ✓ Are they fitted with Valves or Cocks ✓

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates ✓ Are the Overboard Discharges 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 pass through the bunkers ✓ How are they protected ✓

What pipes pass through the deep tanks ✓ 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 ✓

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 ✓

Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record ✓) Total Heating Surface of Boilers 11,280 sq. ft.

Is Forced Draft fitted Yes. No. and Description of Boilers 4. Working Pressure 180 LBS. PER SQ. IN.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓

IS A DONKEY BOILER FITTED? ✓ If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting E. 17. 9. 30. Main Boilers ✓ 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 each top & bottom end Connecting rod bolts & nuts. 2 Main Bearing bolts & nuts. 1 set (9) Coupling bolts & nuts. 1 set of bilge pump Kinghorn Valves. 50 Condenser Ferrules. 12 Junk ring bolts & nuts. 18 Covers & gland studs. Spare Condenser tubes. 1 guide slipper. 1 set each of top & bottom end brasses. 1 set of Air pump Valves. 2 Eccentric sheave bolts & nuts. 1 set each, HP, MP, & LP piston & valve rod packings with springs. 1 Air pump rod & bucket. 2 eccentric sheaves. 1 eccentric strap. 1 Ahead eccentric rod. 1 Astern eccentric rod. 2 valve rods. 1 tumbling block. 1 piston rod & nut. 1 Cylinder escape Valve & Cover & 2 Springs. Complete set of Lockwood & Carlisle's piston rings (HP, MP & LP). 1 set of HP piston Valve Lockwood & Carlisle's rings. 1 bilge pump plungers. A quantity of assorted studs, bolts & nuts, iron, etc.

The foregoing is a correct description, Société des Ateliers et Chantiers de France.

Signature

Manufacturer.



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1930 - JAN. 22, FEB. 24, 26, MAR. 6, 12, 13, 17, 22, 25, 29, 31, APR. 3, 10, 16, 17, 26, MAY 10, 19, 27, JUNE 6, 20, JULY 3, 8, 22, 30, AUG. 4, 7, 9, 20, 21, 25, SEPT. 2, 3, 9, 11, 17, 18, 20, 23, 25, OCT. 1, 6, 8, 14, 23, 25, NOV. 12, 18, 27, DEC. 3, 16, 19, 24, 29, 30. 1931 JAN. 26, 27.

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 57.

Dates of Examination of principal parts - Cylinders { 1930 MAR. 12, 13, 17, 25, 29, APR. 3, 10, 16, MAY 19, 27, JUN 6, JULY 3, 22, 30, AUG. 7, 9, 20, 21, 25, SEPT. 11, 17, 18, 23, 25, OCT. 1, 6, 8, 14, Slides MAR. 25, APR. 10, DEC. 16, 24, Covers MAR. 25, JUN 6, AUG. 20, 21, SEP. 20, OCT. 1.
 Pistons MAR. 25, JUL. 30, AUG. 9, 25, OCT. 23, Piston Rods MAR. 6, 12, 22, 29, 31, APR. 26, JUL. 3-8, Connecting rods JUN. 6, JUL. 3, 8, AUG. 4, SEP. 2, 3, 9, Intermediary shafts ✓
 Crank shaft APR. 17, JUL. 8, SEP. 17, OCT. 6, 14, Thrust shaft ✓
 Tube shaft ✓ Screw shaft ✓
 Stern tube ✓ Engine and boiler seatings ✓ Engines holding down bolts ✓

Completion of fitting sea connections ✓ Boilers fixed ✓ Engines tried under steam ✓
 Completion of pumping arrangements ✓ Thickness of adjusting washers ✓
 Main boiler safety valves adjusted ✓ Crank shaft material Open Hearth Ingot Steel Identification Mark LLOYDS No. 6 31.3.30 P 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 ✓ Is the flash point of the oil to be used over 150°F. ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓

Is this machinery duplicate of a previous case, stated to be If so, state name of vessel "ALASKA" & "ARIZONA".
 General Remarks (State quality of workmanship, opinions as to class, &c. This Engine has been built in accordance with the approved Crank Shaft plan & the Secretary's letters, & in other respects in accordance with the Rules.

The materials and workmanship are good.
 The Cylinders & valve Casings have been tested by hydraulic pressure & found satisfactory under the following tests:- HP. 18K650 per sq. c/m & LP. 3K per sq. c/m.
 Similarly the main Condenser has been tested to 1K200 per sq. c/m, the Air, bilge & sanitary pumps to 3K per sq. c/m, & the various valves, cocks, pipes, etc in accordance with the various duties they have to perform, & found satisfactory.

Owing to defective Castings & renewals after the dismantling & expedition of the main engine to Ronen for shipment aboard, (1) The MP piston has not been seen in place & clearances verified, though the fit on the rod has been examined & found satisfactory. (2) The Cast Iron main exhaust pipe from the LP. Casing to the Condenser has been tested by hydraulic pressure to 2K100 per sq. c/m & found satisfactory, but has not been seen fitted in place.

This machinery is eligible in my opinion to have the favourable consideration of the Committee subject to the MP piston & the main exhaust pipe to the Condenser being examined when fitted in place & found satisfactory.

The Ronen Surveyor has been advised.
 4 Forgings Certificates are forwarded herewith, viz:- St Etienne No 6, Paris No 428 & 430, & St Etienne No 9.

The amount of Entry Fee 2/5 £6. = Fcs 298
 Special SURVEY M... £ : 5487
 Donkey Boiler Fee ... £ ✓ :
 Travelling Expenses (if any) £ : 75

When applied for, 13.2.1931
 TOTAL Fcs 5860
 When received, 20.2.1931

For R. Kennie
 J. P. Greenmann
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 1 MAY 1931
 Assigned See J. E. Rpt.

