

REPORT ON MACHINERY

No. 4603

H. 7 APR. 1921

Received at London Office

Date of writing Report 6 April 1921 When handed in at Local Office

19 Port of Harve

No. in Survey held at Caen
Reg. Book.

Date, First Survey 14 October

Last Survey 2 April 1921

(Number of Visits 8)

Gross
Tons
Net

Master Built at Caen By whom built Ch. Naval Français

When built

Engines made at Harve By whom made Ch. Schneider when made 1920

Boilers made at Greenock By whom made Kincaid & Co. Stamped 1444 1445 when made 1920

Registered Horse Power Owners Transports Maritimes M^{re} Marchande Port belonging to Harve

Nom. Horse Power as per Section 28 190 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c.—Description of Engines Triple expansion No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 18 1/8", 29 1/2", 49 3/8" Length of Stroke 37 1/2" Regs. per minute 85 Dia. of Screw shaft as per rule 292.2 Material of Steel

Is 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

in the propeller boss yes If the liner is in more than one length are the joints burned X 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 X If two

liners are fitted, is the shaft lapped or protected between the liners paint Length of stern bush 37.233

Dia. of Tunnel shaft as per rule 23.9 Dia. of Crank shaft journals as per rule 253 Dia. of Crank pin 256 Size of Crank webs 165 Dia. of thrust shaft under

collars 256 Dia. of screw 4.360 Pitch of Screw 4" No. of Blades 4 State whether moveable no Total surface 5.53

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 1 feed barrel 1 water ballast Sizes of Pumps { 153-114 152 stroke 254-254 254 stroke 140-127 127 stroke

In Engine Room 1 of 85" No. and size of Suctions connected to both Bilge and Donkey pumps

In Holds, &c. 1 each 40" and 1 of 150" tunnel

No. of Bilge Injections 1 sizes 160" Connected to condenser, or to circulating pump yes Is a separate Donkey Suction fitted in Engine room & size yes 180"

Are all the bilge suction pipes fitted with roses yes Are the roses in Engine room always accessible yes Are the sluices on Engine room bulkheads always accessible yes

Are all connections with the sea direct on the skin of the ship recess fitted Are they Valves or Cocks yes

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Discharge Pipes above or below the deep water line yes

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

That pipes are carried through the bunkers none How are they protected X

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges yes

Dates of examination of completion of fitting of Sea Connections 24 Nov. of Stern Tube X Screw shaft and Propeller X

the Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from the deck

MILERS, &c.—(Letter for record S) Manufacturers of Steel Kincaid & Co. Greenock 11° 1444 - 1445

Total Heating Surface of Boilers 2220 Is Forced Draft fitted no No. and Description of Boilers 2 nos single ended

Working Pressure 185 Tested by hydraulic pressure to 23" on board Date of test 4 December 20 No. of Certificate 1444 - 1445

Can each boiler be worked separately yes Area of fire grate in each boiler 4.51 X No. and Description of Safety Valves to

each boiler 2 spring Area of each valve 78.6 in² Pressure to which they are adjusted 140 Are they fitted with easing gear yes

Smallest distance between boilers or uptakes and bunkers or woodwork 0.25 in 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

Pitch of rivets Lap of plates or width of butt straps

Percentage of strength of longitudinal joint Working pressure of shell by rules Size of manhole in shell

No. and Description of Furnaces in each boiler Material Outside diameter

Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings

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

Material of stays Diameter at smallest part Area supported by each stay Working pressure by rules End plates in steam space:

Material Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays

Diameter at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom

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 Superheater or Steam chest; how connected to boiler Can the superheater be shut off and the boiler worked

Material Diameter Length Thickness of shell plates Material Description of longitudinal joint Diam. of rivet

Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates Thickness

If stiffened with rings Distance between rings Working pressure by rules End plates: Thickness How stayed

Working pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

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Lloyd's Register
Foundation

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded? ☒

SPARE GEAR. State the articles supplied:— One half ($\frac{1}{2}$) crank pins bottom brasses, one and half ($1\frac{1}{2}$) crank pins top brasses — Two (2) crosshead bottom brasses, two and half ($2\frac{1}{2}$) crosshead top brass — Two (2) bolts of head and two (2) bolts of bottom connecting rods — Two (2) bolts for main bearing — Six (6) bolts coupling — 4 valves bilge pump — 4 seat valve of bilge pump — 4 valves feed pump, 4 seat valves feed pump — 2 piston pump H.P. — 2 M.P. and — 2 L.P. — 39 condenser tubes — 1 propeller

The foregoing is a correct description,

GRATIS NAVALS FRANÇAIS

L. J. Dischamps

L. J. Dischamps

Manufacturer.

Dates of Survey while building { During progress of work in shops - - - }
During erection on board vessel - - - } 14 Oct. 20 - 24 Nov. - 5 January 21 - 31 January - 18 February - 20 March, Capul - Capul
Total No. of visits 8
Is the approved plan of main boiler forwarded herewith ☒ yes.

" " " donkey " " " ☒

Dates of Examination of principal parts—Cylinders 14 Oct Slides 14 Oct Covers 14 Oct Pistons 14 Oct Rods 14 Oct

Connecting rods 14 Oct Crank shaft 24 Nov Thrust shaft 24 Nov Tunnel shafts 24 Nov Screw shaft ☒ Propeller ☒

Stern tube ☒ Steam pipes tested 10 Nov Engine and boiler seatings ☒ Engines holding down bolts ☒

Completion of pumping arrangements 5 January Boilers fixed 24 Nov Engines tried under steam 2 April

Main boiler safety valves adjusted 5 January Thickness of adjusting washers Port Boiler { Core 7 mm } Starboard Boiler { Core 6.4 mm }

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 Steel Test pressure 40 kg

Is an installation fitted for burning oil fuel no 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 yes If so, state name of vessel Enje Marie Louise

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

The machinery of this vessel has been examined during erection on board but not during the works on shops; excepting the screw shaft, thrust shaft, intermediate shaft, which have been made by S^{te} des Moteurs Bhalassiere and surveyed by Marseille Office and also the boilers which have been made by John G. Kincaid and Marked W^o 1444 and 1445 the casing valves, slide valves, their rods and double bar link eccentrics steam cylinders, pistons and packing rings, connecting rods and brasses, crank shaft, tunnel shaft, screw shaft and brasses condenser, air circulating and feed pumps bilge pumps bed plate were found working in good condition. The material used which is in Siemens Martin steel has been tested to our satisfaction.

The engine has been tried under steam and found satisfactory. This machinery being in accordance with the approved plans is in my opinion eligible to be classed with the notation I.M.C. and \boxtimes NB recorded in the Register Book.

The amount of Entry Fee ... £ 112 : When applied for,
Special ... £ 893 : Capul 1921
Donkey Boiler Fee ... £ : When received,
Travelling Expenses (if any) £ 28.3 : L 19

Committee's Minute TUE. APR. 19 1921

Assigned L. M. 4. 21

CERTIFICATE WRITTEN

J. Hamel

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.



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