

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 22 March 1926 When handed in at Local Office 19 Port of Haarlem Received at London Office 23 MAR 1926

No. in Survey held at Caen Date, First Survey 29 April 25 Last Survey 28 February 1926
 Reg. Book. on the Primaire (Number of Visits 8)

Built at Caen By whom built Ch. Navals Français Yard No. 39 Tons Gross Net
 Engines made at Indret By whom made Indret Engine No. 11 When built 1925
 Boilers made at Haarlem By whom made Caillard & Co Boiler No. 1686-1687 when made 1920
 Registered Horse Power 189 Owners Compagnie annexe d'armement Maritime Port belonging to Rouen
 Nom. Horse Power as per Rule 189 Is Refrigerating Machinery fitted for cargo purposes X Is Electric Light fitted yes
 Trade for which Vessel is intended X

ENGINES, &c. — Description of Engines Steam reciprocating Triple expansion Revs. per minute 85

Dia. of Cylinders 18 1/2" 29 1/2" 49 3/4" Length of Stroke 960 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 25 1/2" as per Rule 25 1/2" Crank pin dia. 256 Crank webs 165 Mid. length breadth 165 Thickness parallel to axis 265
 as fitted 256 Mid. length thickness 165 Thickness around eye-hole 165

Intermediate Shafts, diameter 240 as per Rule 240 Thrust shaft, diameter at collars 256 as per Rule 256
 as fitted 240 as fitted 256

Tube Shafts, diameter 258 as per Rule 258 Screw Shaft, diameter 283 as per Rule 283 Is the tube shaft fitted with a continuous liner 2 liners
 as fitted 258 as fitted 283

Bronze Liners, thickness in way of bushes 16 as per Rule 16 Thickness between bushes 16 as per Rule 16 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 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 paint
 If two liners are fitted, is the shaft lapped or protected between the liners paint Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no

Length of Bearing in Stern Bush next to and supporting propeller 1355 aft 490 fore

Propeller, dia. 4260 Pitch 4m No. of Blades 4 Material cast iron whether Movable no Total Developed Surface 650 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 65 Stroke 480 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 65 Stroke 480 Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 1-165, 180, 105 Pumps connected to the { No. and size 1 30mm 135, 130, 120
 How driven Steam engine Main Bilge Line { How driven steam engine

Ballast Pumps, No. and size 1-265, 295, 455 Lubricating Oil Pumps, including Spare Pump, No. and size X

Are two independent means arranged for circulating water through the Oil Cooler X Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; — In Engine and Boiler Room 2 70mm
 In Holds, &c. Fore holds one each side 80mm 345 After holds one each side 70mm 275

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 160mm 63 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 each side 70mm 275 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 Recess construct on ballast tanks 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 no
 What Pipes are carried through the bunkers holds, bilges and ballast suction How are they protected steel covered
 What pipes pass through the deep tanks not fitted Have they been tested as per Rule X
 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 Deck steering engine platform

MAIN BOILERS, &c. — (Letter for record (5) Total Heating Surface of Boilers Separate report 3247 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 2 2SB Working Pressure 13 185 lb.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? X
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers no Auxiliary Boilers X Donkey Boilers X
 (If not state date of approval)
 Superheaters X General Pumping Arrangements X Oil fuel Burning Piping Arrangements X

SPARE GEAR. State the articles supplied:—

2 top and 2 bottom end bolts connecting rods — 2 crank shaft bearing bolts — 6 shaft coupling bolts
4 feed pump and 4 bilge pump valve — 1 piston ring H.P. and M.P. and one L.P. — 1 propeller shaft
1 top brass and 1 bottom brass connecting rods — 37 condenser tubes — 1 set of safety valves spring
1 set of valve auxiliary feed pump — 14 ordinary tubes 8 stay tubes for boilers —

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

007078-007087-0169

During progress of work in shops - - -
 Dates of Survey while building
 29 April 14 and 22 May - 2 August - 26 August - 9 Nov - 10 December - 28 February
 During erection on board vessel - - -
 Total No. of visits 8

Dates of Examination of principal parts—Cylinders 14 May Slides 14 May Covers 14 May
 Pistons 14 May Piston Rods 14 May Connecting rods 22 May
 Crank shaft 29 April Thrust shaft 26 August Intermediate shafts 26 August
 Tube shaft 2 Screw shaft 22 May Propeller 22 May
 Stern tube 22 May Engine and boiler seatings 9 Nov Engines holding down bolts 9 Nov
 Completion of pumping arrangements 10 Dec Boilers fixed 10 Dec Engines tried under steam 28 February
 Main boiler safety valves adjusted 10 December Thickness of adjusting washers Starboard boiler {aft 13.1 Port valve 19.7
 Crank shaft material Steel Identification Mark none Thrust shaft material Steel Identification Mark none
 Intermediate shafts, material Steel Identification Marks Lloyd's 156.157.158 Tube shaft, material Steel Identification Mark L
 Screw shaft, material Steel Identification Mark Lloyd's 159.160 Steam Pipes, material Steel Test pressure 39 R Date of Test February 25
 Is an installation fitted for burning oil fuel L Is the flash point of the oil to be used over 150°F. L
 Have the requirements of the Rules for carrying and burning oil fuel been complied with L
 Is this machinery duplicate of a previous case yes. If so, state name of vessel Vendemiaire - Brumaire

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

This engine has been surveyed only during erection on board and not during construction.
 All the working parts of the engine have been overhauled examined and found in good condition and in accordance with the approved plan. The workmanship is good.

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

In my opinion this engine merit the favourable consideration of the Committee for to be classed and to have notation of L.M.C. 2.26 inserted in the Register Book.

It is submitted that
 this vessel is eligible for
 THE RECORD. LMC 2.26.

Date of build of Eng^s 1926

25/3/26

The amount of Entry Fee ..3 £ :411 :
 Special ... 48 £ 6:576 :
 Donkey Boiler Fee ... £ :550 :
 Travelling Expenses (if any) £ :200 :
 Date fee 459 696

When applied for,

22 March 1926

When received,

Oct 12 1926

Committee's Minute

FRI. 26 MAR 1926

Assigned

L.M.C. 2.26

Engineer Surveyor to Lloyd's Register of Shipping.



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FRI. 7 MAY 1926

CERTIFICATE WRITTEN