

REPORT ON OIL ENGINE MACHINERY.

No. 2760

-9 NOV 1920

Report at London Office
Date of writing Report 30th Oct 1920 When handed in at Local Office 19 Port of Dunkirk
Date, First Survey 18th Oct. 1924 Last Survey 27th Oct. 1926
No. in Survey held at Dunkirk
No. of Visits 59
on the Tonnage Single Screw vessels M/V. "THEOPHILE GAUTIER"
Gross Tons 8705.7
Net Tons 4688.43
Built at Dunkirk By whom built Chantiers de France
Engines made at St. Denis (Seine) By whom made Cie. de Constructions Mechaniques
Donkey Boilers made at Annan By whom made Cochran & Co Annan Ltd.
Boiler No. 9441 When made 1924
Brake Horse Power 4500 Owners Services Contractuels des Messageries Maritimes
Port belonging to
Nom. Horse Power as per Rule 1164 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

L ENGINES, &c.—Type of Engines Diesel 6 ST 60 2 or 4 stroke cycle 2 Single or double acting Single
Maximum pressure in cylinders 35 No. of cylinders 12 Diameter of cylinders 600 mm No. of cranks 8 Length of stroke 1066 mm
Position of bearings, adjacent to the Crank, measured from inner edge to inner edge
Revolutions per minute 110 Flywheel dia. Weight Means of ignition Air Compression Kind of fuel used Crude Oil
Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole

Flywheel Shafts, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted
Screw Shafts, diameter as per Rule as fitted 344 mm Is the shaft fitted with a continuous liner Continuous Liner

Bronze Liners, thickness in way of bushes as per Rule as fitted 18 mm + 17.5 mm Thickness between bushes as per Rule as fitted 13.5 mm 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 One Length
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 Anti Corrosive paint

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 No
Length of Bearing in Stern Bush next to and supporting propeller 1370 mm
Propeller, dia. 4200 mm Pitch 4680 mm No. of blades 4 Material Bronze whether Moveable Yes Total Developed Surface 555 sq. ft

Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication
Need Thickness of cylinder liners Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
conducting material Ragged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine in Tunnel

Boiling Water Pumps, No. 2 Centrifugal 250 T Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Air Pumps fitted to the Main Engines, No. 3 Diameter Stroke Can one be overhauled while the other is at work
Air pumps connected to the Main Bilge Line No. and Size 3. Drysdale Centrifugal patent 100 Tons Each Electric Motors

How driven 2. Centrifugal 110 Tons Lubricating Oil Pumps, including Spare Pump, No. and size
two independent means arranged for circulating water through the Oil Cooler
Pumps, No. and size: In Engine Room 4. of 90 mm Main Connection to pumps in E. Room = 125 mm D.
Holds, &c. 15. of 100 mm, 3 of 60 mm, 1 in Fore & Aft peaks Two in hold 1. 2. 3. 4. Holds 2 in fore end of Tunnel, 2 in Main Room, 1 in Tunnel well of 100 mm One in each Cofferdam and in Refrig room of 60 mm

Dependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3. Drysdale pumps through change cock.
all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Space
from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes and as approved

all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line above
they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Is the Blow Off Cocks fitted with a spigot and brass covering plate Yes

at pipes pass through the bunkers No Deep Tank How are they protected
at pipes pass through the deep tanks Have they been tested as per Rule Yes

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
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 Tunnel Bridge

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
in Air Compressors, No. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
all Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

venting Air Pumps, No. Diameter Stroke Driven by
Auxiliary Engines crank shafts, diameter as per Rule as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Doors
here a drain arrangement fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
less, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules
Storing Air Receivers, No. 2 Total cubic capacity 12 m³ Internal diameter 1220 mm thickness 27 mm Working pressure by Rules 28 kg/cm²

less, lap welded or riveted longitudinal joint Riveted Material Steel plate Range of tensile strength Working pressure by Rules

IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

HYDRAULIC TESTS: *See Glasgow Rpt. 44095. On board after been fitted to 150 lbs per sq. in. 17.4.26*

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
COVERS	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
JACKETS	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
PISTON WATER PASSAGES	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
MAIN COMPRESSORS—1st STAGE	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
2nd	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
3rd	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
AIR RECEIVERS—STARTING	<i>4.7.25</i>	<i>28¹/₂ per sq. in.</i>	<i>42¹/₂ per sq. in.</i>	<i>TC 4.7.25</i>	<i>Workmanship Good</i>
INJECTION	<i>14.4.26, 17.4.26</i>	<i>10¹/₂, 28¹/₂, 75¹/₂</i>	<i>20¹/₂, 56¹/₂, 150¹/₂</i>	<i>TC on flanges</i>	<i>Good.</i>
AIR PIPES	<i>✓</i>				
FUEL PIPES	<i>✓</i>				
FUEL PUMPS	<i>✓</i>				
SILENCER	<i>✓</i>				
WATER JACKET	<i>✓</i>				
SEPARATE FUEL TANKS	<i>25.4.25, 27.4.25,</i>	<i>0</i>	<i>1.2¹/₂</i>	<i>TC</i>	<i>Good</i>

PLANS. Are approved plans forwarded herewith for Shafting *4.3.25* Receivers *13.11.24* Separate Tanks *17.10.24*
(If not, state date of approval)
Donkey Boiler *Yes* General Pumping Arrangements *22.8.24* Oil Fuel Burning Arrangements *✓*
SPARE GEAR *List of Spare Gear forwarded herewith, Checked on board and found in order*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops--	<i>1924. Oct. 18. (1925) 6/1, 2/14, 4/4, 13/5, 16/5, 16/6, 17/7, 18/7, 23/8, 18/8, 19/9, 24/10, (1926) 14/14, 22/7.</i>
	During erection on board vessel--	<i>1925. 13/16, 18/7, 18/8, 19/9, 24/10, 26/11, (1926) 19/1, 25/2, 22/2, 24/3, 12/4, 14/4, 17/5, 18/5, 25/5, 23/6, 6/7, 9/7, 19/7, 22/7, 30/7, 26/8, 11/9, 14/9.</i>
	Total No. of visits	<i>59.</i>

Dates of Examination of principal parts—Cylinders	<i>✓</i>	Covers	<i>✓</i>	Pistons	<i>✓</i>	Rods	<i>✓</i>	Connecting rods	<i>✓</i>
Crank shaft	<i>✓</i>	Flywheel shaft	<i>✓</i>	Thrust shaft	<i>✓</i>	Intermediate shafts	<i>16/5, 18/5, 21/10, 25/10</i>	Tube shaft	<i>21/10, 25/10, 19/11, 25/11</i>
Screw shaft	<i>16/5, 23/7, 19/9, 21/10, 25/10</i>	Propeller	<i>19/9, 24/10, 25/10, 19/11, 26/11</i>	Stern tube	<i>18/7/25</i>	Engine seatings	<i>9/2, 22/2, 18/5, 23/5, 2/6, 5/6, 17/7, 19/7, 22/7, 30/7, 26/8, 11/9, 14/9.</i>	Engines holding down bolts	<i>22/6/1926</i>
Completion of fitting sea connections	<i>23/6/16</i>	Completion of pumping arrangements	<i>19.7.16</i>	Engines tried under working conditions	<i>at Sea 15/9</i>				

Crank shaft, Material	<i>✓</i>	Identification Mark	<i>✓</i>	Flywheel shaft, Material	<i>✓</i>	Identification Mark	<i>29/10, 30/10 and 28/7.</i>
Thrust shaft, Material	<i>✓</i>	Identification Mark	<i>✓</i>	Intermediate shafts, Material	<i>S.M. Ingot Steel</i>	Identification Marks	<i>TC 28.7.</i>
Tube shaft, Material	<i>✓</i>	Identification Mark	<i>✓</i>	Screw shaft, Material	<i>S.M. Ingot Steel</i>	Identification Mark	<i>28/6, 28/7, 28/7.</i>

Is the flash point of the oil to be used over 150° F. *Yes*

Is this machinery duplicate of a previous case *No* If so, state name of vessel *✓*

General Remarks (State quality of workmanship, opinions as to class, &c. *Please See Paris Rpt. 20 attached*
The main & auxiliary motors and auxiliaries of this vessel have been secured fitted on board, the workmanship is good, they have been tried under working conditions at sea and found in good order. The machinery is in good and safe working condition and eligible in my opinion to have the notations of + L.M.C. 10, 26; C.L.; OIL ENGINES; D.B. 100 to H. Forging Reports are forwarded herewith relating to Intermediate Screw shafts also to Dished Ends for Air receivers. The Safety valves of Air receivers have been adjusted to the working pressure of 28¹/₂ per sq. in.

The amount of Entry Fee	<i>£ 952.-</i>	When applied for,	<i>29.10.16</i>
1/2 Main motors	<i>£ 4096.-</i>		
1/2 Aux. motors	<i>£ 2792.-</i>		
Donkey Boiler Fee	<i>£ 666.-</i>	When received,	<i>26/11/27</i>
Travelling Expenses (if any)	<i>£</i>		

Committee's Minute *TUES. 4 JAN 1927*
Assigned *+ L.M.C. 10.26 C.L.*
Oil Engines

John Rightman
Engineer Surveyor to Lloyd's Register of Shipping



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