

6 JUL 1962

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REPORT ON WATER TUBE BOILERS.

No. ROI. E.E. 38

Received at London Office.

Date of writing Report 28.4.1962 When handed in at Local Office 28.4.1962 Port of ROUEN
 No. in Survey held at Grand Quevilly Date, First Survey 14.11.61 Last Survey 9.2.1962
 g. Book. 388 on the M.V. "NORWID" (Number of Visits 6) Gross 5562
 Tons 29.94
 Built at Grand Quevilly By whom built Ch. Reunis Loire Nor- Yard No. R. 323 When built 1961
 Engines made at Nantes By whom made Ch. de l'Atlantique Engine No. 1961
 Boilers made at Mantes-la-Jolie By whom made C.C.M. Proceadas Sulzer Boiler No. 2589 When made 1961
 for Register Book. Owners. Port belonging to.

WATER TUBE BOILERS—MAIN, AUXILIARY, OR DONKEY—Manufacturers of Steel.

Date of Approval of plan Please SEE PARIS REPORT No. 40 PAR No. and Description or Type
 Boilers One "Lamont" exh. gas heated Working Pressure 6Kgs/cm² Tested by Hydraulic Pressure to 12Kgs/cm² Date of Test 24.11.61
 of Certificate - Can each boiler be worked separately economiser Total Heating Surface of Boilers - Superheaters -
 If Economisers - Is forced draught fitted - Area of Fire Grate (coal) in each Boiler -
 and type of burners (oil) in each boiler -

No. and description of safety valves on
 each boiler Single spring loaded relief valve Area of each set of valves per boiler per rule -
 as fitted 1.1 sq. inches Pressure to which they
 are adjusted 6 Kgs Are they fitted with easing gear Yes In case of donkey boilers state whether steam from main boilers can enter

donkey boiler - Smallest distance between boilers or uptakes and bunkers or woodwork - Height of boiler -
 Width and length - Steam Drums:—Number in each boiler - Inside diameter -
 Thickness of plates - Range of tensile strength - Are drum shell plates welded

flanged - If fusion welded, state name of welding firm - Have all the requirements of the Rules
 Class I vessels been complied with - Description of riveting:—Circ. seams - long. seams -
 Diameter of rivet holes in long. seams - Pitch of rivets - Thickness of straps - Percentage strength of

long. joint:—Plate - Rivet - Diameter of tube holes in drum - Pitch of tube holes -
 Percentage strength of shell in way of tubes - Steam Drum Heads or Ends:—Range of tensile strength -
 Thickness of plates - Radius or how stayed - Size of manhole or handhole - Water Drums:—Number

each boiler - Inside diameter - Thickness of plates - Range of tensile strength - Are drum shell plates
 welded or flanged - If fusion welded, state name of welding firm - Have all the requirements of the Rules
 Class I vessels been complied with - Description of riveting:—Circ. seams - long. seams -
 Diameter of rivet holes in long. seams - Pitch of rivets - Thickness of straps - Percentage strength of

long. joint:—Plate - Rivet - Diameter of tube holes in drum - Pitch of tube holes -
 Percentage strength of drum shell in way of tubes - Water Drum Heads or Ends:—Range of tensile strength -
 Thickness of plates - Radius or how stayed - Size of manhole or handhole -

Headers or Sections:—Number - Material - Thickness - Tested by hydraulic pressure to -
 Diameter - Thickness - Number - Steam Dome or Collector:—Description of
 inside diameter - Thickness of shell plates - Range of tensile

strength - Description of longitudinal joint - If fusion welded, state name of welding
 Have all the requirements for the Rules for Class I vessels been complied with - Diameter of rivet holes -
 Thickness of straps - Percentage strength of long. joint - plate - rivet -

own or End Plates:—Range of tensile strength - Thickness - Radius or how stayed -
 PERHEATER, Drums or Headers:—Number in each boiler - Inside diameter -
 Thickness - Material - Range of tensile strength - Are drum shell plates welded

flanged - If fusion welded, state name of welding firm - Have all the requirements of the Rules
 Class I vessels been complied with - Description of riveting:—Circ. seams - long. seams -
 Diameter of rivet holes in long. seams - Pitch of rivets - Thickness of straps - Percentage strength of

long. joint:—Plate - Rivet - Diameter of tube holes in drum - Pitch of tube holes - Percentage strength of
 drum shell in way of tubes - Drum Heads or Ends:—Thickness - Range of tensile strength -
 Radius or how stayed - Size of manhole or handhole - Number, diameter, and thickness of tubes -

Tested by hydraulic pressure to - Date of test - Is a safety valve fitted to each section of the superheater which
 be shut off from the boiler - No. and description of safety valves - Area of each set
 valves - Pressure to which they are adjusted - Is easing gear fitted -

Easing Gear. Has the spare gear required by the Rules been supplied -
 The foregoing is a correct description,
 CHANTIER de NORMANDIE Shipbuilder
 GRAND-QUEVILLY (S. Mne) Manufacturer.

During progress of work in shops 15.11.1961
 During erection on board vessel 24.11. 5.12. 7.12. 19.12.1961. 9.2.1962 Total No. of visits 6

Is the approved plan of boiler forwarded herewith -
 Is boiler a duplicate of a previous case No If so, state vessel's name and report No. -

GENERAL REMARKS (State quality of workmanship, opinions as to class, &c. The above exhaust gas heated economiser has
 been satisfactorily installed on board the ship and tested in accordance with the requirements of
 Rules, approved plans and the Secretary's letters.

Survey Fee See 45 When applied for 10
 Travelling Expenses (if any) £ 6m5 When received 10

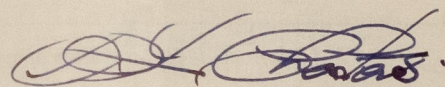
Date FRIDAY 20 JUL 1962
 Engineer Surveyor to Lloyd's Register of Shipping.

P.F. Chesters
 Foundation

012616-012619-0048

The "Lamont" Economiser situated in the funnel is heated by exhaust gas from the main engine only. The circulating water return valve (No. 171) shown on plan No. MT 17/1D fitted on the oil fired Spanner Boiler has been locked in the open position with a suitable bolted locking plate, the handwheel removed and clipped to a shell frame nearby. A brass plate inscribed "This valve not to be closed unless the Lamont Economiser is out of use," has been fitted near the return chest on the boiler. The arrangement is that the "Lamont" economiser is only connected to the oil fired Spanner Boiler and not to the steam range direct. The steam is used for oil fuel heating, coils etc., and not for driving essential machinery.

A single spring loaded 30 mm diameter relief valve, fitted to the outlet header of "Lamont" Economiser has been set at 6 Kgs/cm², the Owners' Representative did not agree to a pressure difference of 2 Kgs/cm² between the lower oil fire boiler and the economiser as suggested in the Secretary's letter of 8th January, 1962. The "Lamont" Economiser was satisfactorily retested by hydraulic pressure to 12 Kgs/cm².



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