

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report *7 January 1927* When handed in at Local Office *10* Port of *Harre*
 No. in Survey held at *Caen* Date, First Survey *29 April* Last Survey *3 Dec 1926*
 Reg. Book. on the *sp Wilno* *ia Pluviose* (Number of Visits *10*)
 Built at *Caen* By whom built *Armer Navals Francais* Yard No. *42* Tons *1926*
 Engines made at *Indret* By whom made *Indret* Engine No. *13* when made *1920*
 Boilers made at *Indret* By whom made *Indret* Boiler No. *35.36* when made *1920*
 Registered Horse Power *X* Owners *Polish Government* Port belonging to *Gdynia*
 Nom. Horse Power as per Rule *193* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*
 Trade for which Vessel is intended *X*

ENGINES, &c. Description of Engines *Steam reciprocating* Revs. per minute *85*
 Dia. of Cylinders *18 1/2" 29 1/2" + 49 3/8"* Length of Stroke *960* No. of Cylinders *3* No. of Cranks *3*
 Crank shaft, dia. of journals *as per Rule 255* Crank pin dia. *256* Crank webs *as fitted 256* Mid. length breadth *400* Thickness parallel to axis *265*
 Intermediate Shafts, diameter *as per Rule 240* Thrust shaft, diameter at collars *as per Rule 255*
 Tube Shafts, diameter *as fitted 243* Screw Shaft, diameter *as per Rule 282* Is the { tube } shaft fitted with a continuous liner { *2 liners* }
 Bronze Liners, thickness in way of bushes *as per Rule 16* Thickness between bushes *as fitted 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 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 *X*
 Propeller, dia. *4260* Pitch *4m* No. of Blades *4* Material *Cast Iron* whether Moveable *no* Total Developed Surface *6.50* 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. 70mm 135/130/120* }
 How driven *Steam engine* Main Bilge Line How driven *Steam engine*
 Ballast Pumps, No. and size *1-2 65/295/455* 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. *Core holds one each side 80mm After holds one each side 70mm*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 - 160mm* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1 each side 70mm*
 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 on ballast tank* 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 *X* 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 *(S)*) Total Heating Surface of Boilers *3247 sq. ft.* separate report
 Is Forced Draft fitted *no* No. and Description of Boilers *2 SB.* Working Pressure *185 lb 1320*
 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*
 Superheaters *X* General Pumping Arrangements *X* Oil fuel Burning Piping Arrangements *X*

SPARE GEAR. State the articles supplied:—
2 top and 2 bottom end connecting rods bolts - 2 crankshaft bearing bolts - 6 shafts coupling bolts - 4 feed and 4 bilge pumps valves - 1 piston ring HP - 1 piston ring MP one LP - 1 propeller shaft - 1 top brass and 1 bottom brass connecting rod. - 39 condenser tubes - 1 set of safety valves sprung - 1 set of auxiliary feed pump valve - 14 ordinary & stay tubes for boiler - 1 propeller

The foregoing is a correct description,

Handwritten signature

Manufacturer.



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During progress of work in shops - -
 Dates of Survey while building { 29 April - 26 August, 9 Nov - 1 March 2.3.18.21 June 9 Dec
 During erection on board vessel - - -
 Total No. of visits 10

Dates of Examination of principal parts—Cylinders 9 Nov Slides 9 Nov Covers 9 Nov
 Pistons 9 Nov Piston Rods 9 Nov Connecting rods 9 Nov
 Crank shaft 9 Nov Thrust shaft 9 Nov Intermediate shafts 26 August
 Tube shaft 1 March Screw shaft 1 March Propeller 1 March
 Stern tube 26 August Engine and boiler seatings 1 March Engines holding down bolts 1 March
 Completion of pumping arrangements 18 June Boilers fixed 1 March Engines tried under steam 3 Dec
 Main boiler safety valves adjusted 21 June Thickness of adjusting washers Starb-Boiler 5" 12.2 - 5" 17.8
 Crank shaft material Steel Identification Mark L Thrust shaft material Steel Identification Mark L
 Intermediate shafts, material Steel Identification Marks Lloyd's 180-181-182 Tube shaft, material L Identification Mark L
 Screw shaft, material Steel Identification Mark Lloyd's 238 Steam Pipes, material Steel Test pressure 39" Date of Test 14/10/24
 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 Brumauc - Vendemiauc - Kumauc -

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

This engine not surveyed during construction has been opened out for examination, all working parts have been found in good order. It has been surveyed during erection on board, the workmanship is good. The trial at sea has been good.

This engine merit in my opinion the favourable consideration of the Committee for to be classed and the notation of LMC 12.26 inserted in the Register Book

It is submitted that
 this vessel is eligible for
THE RECORD. LMC 12.26.

Date of build of Engines 1926.

The amount of Entry Fee ..3 £ 369 : When applied for,
 Special ... 48.5. £ 5965 : 7 January 1927
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ 6.35 : 4/4/27

J.W.D.
 13/1/27
 J. Chamberlain
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 1 APR 1927

Committee's Minute

FRI. 14 JAN 1927

Assigned

L.M.C. 12.26



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Certificate to be sent to
 The Surveyors are requested to file on or below the space for Committee's Minute(s).