

REPORT ON BOILERS.

No. 3607.

THU. SEP.-2. 1915

Report made at Haarlem When handed in at Local Office

Port of Haarlem

Survey held at

Haarlem

Date, First Survey

November 1913

Last Survey

30th August 1915

on the

Steel Screw Steamer "Condé"

(Number of Visits 25)

Gross 7200

Net 4537

Le Chaplain Built at

Haarlem

By whom built

Forges & Chantier

When built 1915

made at

Haarlem

By whom made

Forges & Chantier

When made 1915

made at

Haarlem

By whom made

Forges & Chantier

When made 1915

Horse Power

587

Owners

Comp. "Havre" Péninsulaire

Port belonging to

Haarlem

TUBULAR BOILERS

~~MAIN~~, AUXILIARY ~~OR DONKEY~~

Manufacturers of Steel

Tenain-Auzin, Daniel, Luc, Thirion
Blackwelder, Knaut, Duisenberg

for record

(S)

Total Heating Surface of Boilers 123.5 = 1330 sq. ft.

Is forced draft fitted

Yes

No. and Description of

One Multitubular single boiler

Working Pressure

14.00

Tested by hydraulic pressure to

24.00

Date of test 3-10-14

Certificate 106

Can each boiler be worked separately

Yes

Area of fire grate in each boiler

344 sq. ft.

No. and Description of

valves to each boiler

2 imp. valves with spring

Area of each valve

2827 sq. in.

Pressure to which they are adjusted

14.00

Is fitted with easing gear

Yes

In case of donkey boilers, state whether steam from main boilers can enter the donkey boiler

No.

Distance between boilers or uptakes and bunkers or woodwork

1' 20"

Mean dia. of boilers

3' 50.5"

Length

3' 580"

Material of shell plates

Steel

Thickness

28"

Range of tensile strength

44,000 to 50,000

Are the shell plates welded or flanged

Flanged

Material of riveting: cir. seams

all double

long. seams

all triple

Diameter of rivet holes in long. seams

31"

Pitch of rivets

98"

Plates or width of butt straps

444"

Per centages of strength of longitudinal joint

88

Working pressure of shell by

rule

Size of manhole in shell

300 x 400

Size of compensating ring

800

No. and Description of Furnaces in each

2

Material

Steel

Outside diameter

1' 100"

Length of plain part

2' 350"

Thickness of plates

15"

Combustion chamber

Material

Steel

Thickness: Sides

16.5"

Back

16.5"

Top

17.5"

Bottom

25"

Pitch of stays to ditto: Sides

190"

Back

200"

If stays are fitted with nuts or riveted heads

all nutted

Working pressure by rules

15.5

Material of stays

Steel

Area supported by each stay

39000

Working pressure by rules

15.5

End plates in steam space: Material

Steel

How are stays secured

Double nuts

Working pressure by rules

15.5

Material of stays

Steel

Diameter at smallest part

76.8"

Supported by each stay

180400

Working pressure by rules

15.5

Material of Front plates at bottom

Steel

Thickness

26"

Material of back plate

Steel

Thickness

26"

Greatest pitch of stays

500"

Working pressure of plate by rules

15.5

Diameter of tubes

56 x 64

Material of tube plates

Steel

Thickness: Front

26"

Back

20"

Mean pitch of stays

190"

Pitch across wide

spaces

Working pressures by rules

15.5

Girders to Chamber tops: Material

Steel

Depth and thickness of

at centre

220 - 18"

Length as per rule

840"

Distance apart

215"

Number and pitch of Stays in each

2 - 230"

Working pressure by rules

15.5

Superheater or Steam chest: how connected to boiler

Can the superheater be shut off and the boiler worked

separately

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

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

The foregoing is a correct description,

Secrétaire Général

Manufacturer.

Dates

1913 - Dec. 10, 1914 - Feb. 4, 1915 - March 17, 1915 - April 8, 1915 - July 7, 1915 - Aug. 4, 1915 - Oct. 11, 1915 - Nov. 5, 1915 - Jan. 6, 1916 - March 22, 1916 - April 17, 1916 - May 26, 1916 - June 11, 1916 - July 2, 1916 - Aug. 7, 1916 - Dec. 19, 1916

During progress of

work in shops

Is the approved plan of boiler forwarded herewith

Yes

Total No. of visits

(25)

During erection on

board vessel

Survey Fee

f = 123.60

When applied for

24 Aug. 1915

Travelling Expenses (if any)

f = 12.00

When received

29 Aug. 1915

GENERAL REMARKS

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

This auxiliary Boiler has been

especially lowered during the construction, in accordance with approved Plan. All materials used

are tested at the Works (Certificates attached here) & found in good & malleable quality. In my

Book, opinion is in merit for to be classed & inserted in the Register Book.

The organs of the forced draft has been fitted, as the Main-Boilers.

Survey Fee

Travelling Expenses (if any)

When applied for

When received

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

WED. 29 DEC. 1915

TUE. FEB. 22. 1916

TUE. MAR. 7 - 1916

FRI. NOV. 3 - 1916

Committee's Minute

Assigned

TUE. SEP.-7. 1915

WED. 29 DEC. 1915

TUE. FEB. 22. 1916

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TUE. SEP.-7. 1915

DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.

Are they in places always accessible *Yes, as far as possible*

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture *led thro' gas piping*

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat *none required*

What special protection has been provided for the cables near boiler casings *in gas piping*

What special protection has been provided for the cables in engine room *in wood casings*

How are cables carried through beams *none, all under beams* through bulkheads, &c. *none*

How are cables carried through decks *thro' watertight pipes*

Are any cables run through coal bunkers *none* or cargo spaces *Yes* or spaces which may be used for carrying cargo, stores, or baggage *Yes*

If so, how are they protected *led thro' gas piping secured to underside of deck beams*

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage *no*

If so, how are the lamp fittings and cable terminals specially protected ☒

Where are the main switches and cut outs for these lights fitted *outside cargo space, in crew or officers quarters*

If in the spaces, how are they specially protected ☒

Are any switches or cut outs fitted in bunkers *no*

Cargo light cables, whether portable or permanently fixed *portables* How fixed ☒

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel ☒

How are the returns from the lamps connected to the hull ☒

Are all the joints with the hull in accessible positions ☒

The installation is *fully* supplied with a voltmeter and ☒ an amperemeter, fixed in *main switch board*

VESSELS BUILT FOR CARRYING PETROLEUM.

In vessels built for carrying petroleum, are all switches and cut-outs fitted in positions not liable to the accumulation of petroleum vapour or gas ☒

Are any switches, cut outs, or joints of cables fitted in the pump room or companion ☒

How are the lamps specially protected in places liable to the accumulation of vapour or gas ☒

The copper used is guaranteed to have a conductivity of *98* per cent. that of pure copper.

Insulation of cables is guaranteed to have a resistance of not less than *1200* megohms per *kilom. statute mile* after 24 hours' immersion in seawater.

The foregoing statements are a correct description of the Electric Light installation fitted by us on this vessel and we declare that it is at this date in good order and safe working condition.

COMPASSES.

Distance between dynamo or electric motors and standard compass *About 34 inches*

Distance between dynamo or electric motors and steering compass *ditto*

The nearest cables to the compasses are as follows:—

A cable carrying	Amperes	feet from standard compass	feet from steering compass
<i>1.4</i>	<i>Amperes</i>	<i>6</i>	<i>at</i>
<i>✓</i>	<i>Amperes</i>	<i>feet from standard compass</i>	<i>feet from steering compass</i>
<i>✓</i>	<i>Amperes</i>	<i>feet from standard compass</i>	<i>feet from steering compass</i>

Have the compasses been adjusted with and without the electric installation at work at full power *Yes*

The maximum deviation due to electric currents, etc., was found to be *nil* degrees on ☒ course in the case of the standard compass and ☒ degrees on ☒ course in the case of the steering compass.

GENERAL REMARKS.

The material & workmanship of this electric light installation is satisfactory & as far as can be seen in accordance with the Rules.

It is submitted that this vessel is eligible for THE RECORD Elec. light.

A. Demarest
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. SEP.-7.1915

WED. 29. DEC. 1915

TUE. FEB. 22. 1916

TUE. MAR. 7—1916

FRI. NOV 3—1916



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