

REPORT ON BOILERS.

No. 3607.

THU. SEP. - 2. 1915

Received at London Office
 Date, First Survey **November 1913** Last Survey **30th August 1915**
 (Number of Visits **25**)
 Gross Tons **7200**
 Net Tons **4537**

Report made on **31st August 1915** When handed in at Local Office
 Survey held at **Haare** Port of **Haare**
 on the **Steel Screw Steamer "Condé"**
 Built at **Haare** By whom built **Forges & Chantier** When built **1915**
 made at **Haare** By whom made **Forges & Chantier** When made **1915**
 made at **Haare** By whom made **Forges & Chantier** When made **1915**
 Horse Power **587** Owners **Comp^{te} Havrais Péninsulaire** Port belonging to **Haare**

TUBULAR BOILERS — MAIN, AUXILIARY OR DONKEY. — Manufacturers of Steel **Demain-Auzim, Daniel Luy, Thuisdorp, Blakwelpwijk, Knaut, Duisburg**

for record (S) Total Heating Surface of Boilers **123.5 = 1330 sq. feet** forced draft fitted **Yes** No. and Description of **One Multitubular single boiler**
 Certificate **106** Can each boiler be worked separately **Yes** Area of fire grate in each boiler **344 sq. feet** No. and Description of **2 imp valves with spring**
 valves to each boiler **2 imp valves with spring** Area of each valve **2827.6** Pressure to which they are adjusted **14.00**
 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 **1st mid-20** Mean dia. of boilers **3^m.505** Length **3^m.580**
 of shell plates **Steel** Thickness **28^m** Range of tensile strength **44.0-50^k** Are the shell plates welded or flanged **Flanged**
 of riveting: cir. seams **all double** long. seams **all triple** Diameter of rivet holes in long. seams **31^m** Pitch of rivets **98^m**
 plates or width of butt straps **446** Per centages of strength of longitudinal joint rivets **88** Working pressure of shell by **15.4**
 Size of manhole in shell **300 x 400** Size of compensating ring **800** plate **71** No. and Description of Furnaces in each **2 Corrugate**
 Material **Steel** Outside diameter **1.100** Length of plain part **2.350** Thickness of plates **15^m**
 description of longitudinal joint **welded** No. of strengthening rings **on** Working pressure of furnace by the rules **15^m** Combustion chamber **Material Steel**
 Thickness: Sides **16.5** Back **16.5** Top **17.5** Bottom **25^m** 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** Diameter at **40.76**
 Area supported by each stay **39000** Working pressure by rules **15.5** End plates in steam space: Material **Steel** Thickness **26^m**
 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^m** Material of **Steel**
 Thickness **26^m** Greatest pitch of stays **500^m** Working pressure of plate by rules **15.5** Diameter of tubes **56x64**
 Material of tube plates **Steel** Thickness: Front **26^m** Back **20^m** Mean pitch of stays **190^m** Pitch across wide **564^m**
 Working pressures by rules **15.5** Girders to Chamber tops: Material **Steel** Depth and thickness of **220 - 18^m**
 Length as per rule **840^m** Distance apart **215^m** Number and pitch of Stays in each **2 - 230^m**
 Superheater or Steam chest; how connected to boiler **Can the superheater be shut off and the boiler worked**
 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
Wm Lavonny Manufacturer.

Is the approved plan of boiler forwarded herewith **Yes**
 Total No. of visits **(25)**

GENERAL REMARKS (State quality of workmanship, opinions as to class, &c.) **This auxiliary boiler has been specially surveyed during the construction, in accordance with approved Plan, all materials used are tested at the works (copy certificates attached here) & found in good & malleable quality. In my opinion it is 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 ... **£ = 123.50** When applied for, **24 Aug^t 1915**
 Travelling Expenses (if any) **£ = 12.00** When received, **29 Sep^r 1915**

Wm Lavonny
 Engineer 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



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 portable 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.

G. O. Bernard Electrical Engineers Date 31st Aug. 1915

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	<u>1.4</u> Amperes	<u>6</u> feet from standard compass	<u>4</u> ft from steering compass
A cable carrying	<input checked="" type="checkbox"/> Amperes	feet from standard compass	feet from steering compass
A cable carrying	<input checked="" type="checkbox"/> Amperes	feet from standard compass	feet from steering compass

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.

G. O. Bernard Builder's Signature. Date 31st Aug. 1915

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. *J.W.D.* 29/15
A. Demarest
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. SEP.-7. 1915
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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

No. 8, 11.—Transfer.