

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

14 MAR 1931

Date of writing Report 6. 3. 1931 When handed in at Local Office 6. 3. 1931 Port of MIDDLESBROUGH.

No. in Survey held at SOUTH BANK ON TEES Date, First Survey 2 Dec/30 Last Survey 2. 3. 1931.
Reg. Book. on the steam trawler "NOTRE DAME DE FRANCE" (Number of Visits)

Gross Tons 450.4
Net Tons 274.8.

Built at Stockholm By whom built Smiths Dock Co. Ltd Yard No. 950 When built 1931.

Engines made at South Bank By whom made Smiths Dock Co. Ltd Engine No. 406 When made 1931.

Boilers made at Stockholm By whom made Blair & Co. (1926) Ltd Boiler No. D. 407 When made 1931.

Registered Horse Power Owners Gournay Bros Port belonging to Boulogne.

Nom. Horse Power as per Rule 126.5 Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted Ye.

Trade for which Vessel is intended Trawler.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute

Dia. of Cylinders 13" 22½" 39" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 7.58" Crank pin dia. 7¾" Crank webs Mid. length breadth 11½" Mid. length thickness 4¾" Thickness parallel to axis 4½" Thickness around eye-hole 3½"

Intermediate Shafts, diameter as per Rule 7.22" Thrust shaft, diameter at collars as per Rule 7.58" as fitted 7½"

Tube Shafts, diameter as per Rule 8.07" Screw Shaft, diameter as per Rule 8¼" Is the shaft fitted with a continuous liner Ye.

Bronze Liners, thickness in way of bushes as per Rule 64" Thickness between bushes as per Rule 64" Is the after end of the liner made watertight in the propeller boss Ye.

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Ye.

If 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 Ye.

If two liners are fitted, is the shaft lapped or protected between the liners Ye Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 3' 0½"

Propeller, dia. 10' 3" Pitch 10' 0" No. of Blades 4 Material C.I. whether Movable no Total Developed Surface 39 sq. feet

Feed Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 13½" Can one be overhauled while the other is at work Ye

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 13½" Can one be overhauled while the other is at work Ye

Feed Pumps No. and size 1-6" x 4" x 6" Duplex. How driven Steam Pumps connected to the Main Bilge Line No. and size 1-4½" x 5" x 6" Duplex How driven Steam

Ballast Pumps, No. and size 1-4½" x 5" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 2-2" In Pump Room

In Holds, &c. 1-2" FOR STORE; 1-2" RESERVE BUNKER; 1-2" SLUSH TANK.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Ye.

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 Ye.

Are all Sea Connections fitted direct on the skin of the ship Ye Are they fitted with Valves or Cocks Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Ye 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 Ye Are the Blow Off Cocks fitted with a spigot and brass covering plate Ye

What Pipes pass through the bunkers Forward suction How are they protected Wood ceiling

What pipes pass through the deep tanks Have they been tested as per Rule Ye.

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Ye.

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 Ye Is the Shaft Tunnel watertight none Is it fitted with a watertight door worked from Ye.

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2330 sq. ft. Working Pressure 225 lbs.

Is Forced Draft fitted no No. and Description of Boilers 1 S.B.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Ye.

IS A DONKEY BOILER FITTED? no.

If so, is a report now forwarded? Ye.

Is the donkey boiler intended to be used for domestic purposes only Ye.

PLANS. Are approved plans forwarded herewith for Shafting Ye Main Boilers Ye Auxiliary Boilers Ye Donkey Boilers Ye

(If not state date of approval)

Superheaters Ye General Pumping Arrangements Ye Oil fuel Burning Piping Arrangements Ye

SPARE GEAR.

Has the spare gear required by the Rules been supplied Ye.

State the principal additional spare gear supplied 1 C.I. Propeller, 1 set air pump valve, 1 main & 1 donkey check valve lid, ½ set valves for feed donkey, ½ set valves for Ballast donkey, 6 piston bolts & nuts, 1 safety valve spring, 3 escape valve springs, 3 condenser tubes, 20 condenser ferrules, 17 boiler tubes, 6 gauge glasses, 1 doz rings for gauge glasses, 1 piston valve for circulating pump.

The foregoing is a correct description.

J. D. Smith

Manufacturer.

Engine Works Manager

Dates of Survey while building
During progress of work in shops - - 1930. Dec. 2. 10. 19. 1931. Jan 8. 13. 16. 22. 26. 30
During erection on board vessel - - Feb. 5. 6. 16. 17. 20. 21 Mar 2
Total No. of visits 16

Dates of Examination of principal parts—Cylinders 13. 1. 31 Slides 26. 1. 31 Covers 22. 1. 31.
Pistons 22. 1. 31. Piston Rods 8. 1. 31 Connecting rods 8. 1. 31.
Crank shaft 16. 1. 31 Thrust shaft 9. 12. 30 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 9. 12. 30. Propeller 16. 1. 31
Stern tube 16. 1. 31. Engine and boiler seatings 30. 1. 31. Engines holding down bolts 16. 2. 31
Completion of fitting sea connections 30. 1. 31.
Completion of pumping arrangements 21. 2. 31 Boilers fixed 6. 2. 31. Engines tried under steam 2. 3. 31.
Main boiler safety valves adjusted 21. 2. 31. Thickness of adjusting washers p. $\frac{3}{8}$ S. $\frac{13}{32}$
Crank shaft material Steel Identification Mark LLOYDS No 978 J.H. 9.12.30. Thrust shaft material Steel Identification Mark LLOYDS No 979 J.H. 9.12.30.
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark LLOYDS No 980 J.H. 9.12.30. Steam Pipes, material Copper. Test pressure 450 lbs. Date of Test 17. 2. 31
Is an installation fitted for burning oil fuel no. Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for the use of oil as fuel been complied with ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
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.)

The materials and workmanship are good.
This machinery has been constructed under special survey in accordance with the Rules and approved Plans, securely fitted aboard and tested under working conditions with satisfactory results and is, in my opinion, suitable for classification with record + L.M.C. 3.31.

The amount of Entry Fee ... £ 3-0-0 When applied for, 12-2-1931
Special ... £ 15-14-0
Donkey Boiler Fee ... £ : : When received, 21/3/31
Travelling Expenses (if any) £ : :
C.L.

Committee's Minute

Assigned

FRI. 20 MAR 1931

+ L.M.C. 3.31

CERTIFICATE WRITTEN.
C.L.

P. J. Mac...
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation