

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Rouen Rpt. 700

Date of writing Report 1st Feb. 7 1928. When handed in at Local Office 1st Feb. 7 1928. Port of Nantes
 No. in Survey held at St. Nazaire Date, First Survey October 23rd 1924 Last Survey 21st January, 1928
 Reg. Book. on the Steel Twin Screw Passenger Vessel "ITAHITE" (Number of Visits 778)
 Built at Rouen By whom built Ch. et Atel. de St. Nazaire (Ch. de Nonnand) and No. 75 When built 1928/
 Engines made at St. Nazaire By whom made Ch. et Atel. de St. Nazaire (Penhoët) Engine No. 05 when made 1928.
 Boilers made at St. Nazaire By whom made Ch. et Atel. de St. Nazaire (Penhoët) Boiler No. 1192 to 1195 when made 1925.
 Registered Horse Power Owners Companhia Nacional Navegacao Costeira Port belonging to Rio de Janeiro
 Nom. Horse Power as per Rule 625. Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
 Trade for which Vessel is intended

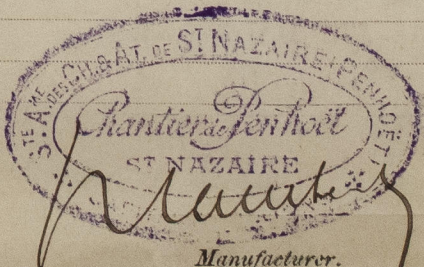
ENGINES, &c.—Description of Engines Twin screw triple expansion. Revs. per minute 115
 Dia. of Cylinders 560, 880, 1450 Length of Stroke 1000 mm. No. of Cylinders 3 per engine No. of Cranks 3 per engine
 Crank shaft, dia. of journals 22 1/2, 36 1/2, 57 1/2, 286 Crank pin dia. 290 Crank webs Mid. length breadth 184 Thickness parallel to axis 130
 as fitted 290 Mid. length thickness 130
 Intermediate Shafts, diameter as per Rule 272.5 mm Thrust shaft, diameter at collars as per Rule 286
 as fitted 290 as fitted 290
 Tube Shafts, diameter as per Rule 312.5 mm Is the screw shaft fitted with a continuous liner No
 as fitted 330
 Screw Shaft, diameter as per Rule 312.5 mm Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 330
 Bronze Liners, thickness in way of bushes as per Rule None Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss Yes
 as fitted None
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes
 Propeller, dia. 4000 Pitch 3.990 No. of Blades 4 Material bronze whether Moveable No Total Developed Surface 5.53 each sq. feet.
 Feed Pumps worked from the Main Engines, No. 4 Diameter 90 Stroke 610 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 115 Stroke 610 Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size 2 main 305 x 228 x 609 mm 1 auxil 178 x 127 x 305 mm Pumps connected to the Main Bilge Line No. and size 2 main eng pump - 1 ballast pump 203 x 228 x 228 - 1 auxil 228 x 165 x 228
 How driven Weirs independent steam How driven By main eng Cartridge Duplex vertical pump steam
 Ballast Pumps, No. and size 1 Duplex 203 x 228 x 228 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 3 at 84 mm 2 at 50 to bilge 2 at 80 forward of boiler Tunnel 1 at 60
 In Holds, &c. No. 1 1 at 50 & 2 at 70 No. 2 2 at 70 No. 3 2 at 60 Cofferdam between E & B 2 at 50
 No. 4 2 at 70 No. 5 1 at 70
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 2 at 252 mm Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 at 43 mm 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 none fitted 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 Yes
 What Pipes are carried through the bunkers How are they protected
 What pipes pass through the deep tanks Have they been tested as per Rule Yes
 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 ?

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 903 m² 60 9726 ft² 18075
 Is Forced Draft fitted Yes No. and Description of Boilers 4 single ended Working Pressure 12 kg. 65 cm²
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting 30.9.24 Main Boilers 9.11.24 Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements E.H. 2.2.26 Ship 14.2.25 Oil fuel Burning Piping Arrangements 3.12.25.

SPARE GEAR. State the articles supplied:— 2 top end bolts and nuts, 2 bottom end bolts and nuts, 2 main bearing bolts and nuts, 1 set of coupling bolts, 1 set of feed and bilge pump valves, 1 set of springs and rings for H.P. M.P. and L.P. pistons, 2 cast iron propellers, 1 slide valve spindle complete, 1 pair bottom end bearings, 2 safety valve springs, 24 condenser tubes, 12 boiler tubes, 1 set of valves for main and auxiliary chuck valves, 1 air pump rod and a set of valves for air pump, quantity of assorted bolts, nuts and iron of various sizes, 1 slide valve box complete for Weir feed pumps, 1 set of suction and delivery valves for Weir feed pumps, 1 pair top end bearings for main engines.

The foregoing is a correct description.



Manufacturer.



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Lloyd's Register
Foundation

1924 - Oct. 23 - Nov. 3-5-13-21-28 - Dec. 11-18-22 - 1925 - Jan. 7-15-19-29 - Feb. 3-5-10-13-25 - Mar. 2-11-20-24-30 - Apr. 1-6-15-17-20-22-27-30 - May 4-6-8-11-13-19-22-25-27-29 - June 9-17-19-22-26 - July 1-3-13-21-31 - Aug. 3-12-19-25-28 - Sept. 3-9-15-17-21-24-28-30 - Oct. 5-7-8-9-15-12 - Nov. 4-5-10-13-16-19-20-26-30 - Dec. 2-4-9-14-16-18-23-29 - 1926 - Jan. 5-7-12-14-18-21-25-26 - Feb. 1-2-4-8-10-11-18-23-25 - Mar. 2-5-9-16-18-22-25 - Apr. 13-15-26-28-30 - May 7-10-12-17-19-21-25-28-31 - June 2-9-15 - July 1-20-23-27 - Aug. 6-10 - Sept. 7-16-20-23 - Oct. 7-12-15-22-25 - Nov. 8-16-23-26 - Dec. 2-15-28 - 1928 - Feb. 28 - Mar. 1-6-21 - April 5-17 - May 7-22 - June 12-15-19 - July 17 - Aug. 10-17-20-30 - Sept. 4.

Dates of Survey while building - During erection on board vessel - - - Total No. of visits Rouen 172 visits for hawkes - 17 for Rouen

Dates of Examination of principal parts - Cylinders 12-1-26 to 19-5-26. Slides 9-12-25 to 15-6-26. Covers 12-1-26 to 19-5-26. Pistons 9-12-25 to 15-6-26. Piston Rods 18-12-25 to 6-4-26. Connecting rods 19-11-25. Crank shafts 16-12-25 and Junkit. Thrust shafts 5-3-26. Intermediate shafts 11-5-26. Tube shaft. Screw shafts 11-5-26. Propellers 13-1-27. Stern tube 1-4-26. Engine and boiler seatings 6/3/28. Engines holding down bolts 7-5-28. Completion of pumping arrangements 25/5/28. Boilers fixed 6/3-28. Engines tried under steam 28 August. Main boiler safety valves adjusted 3-23-27. Thickness of adjusting washers 11-9-27. Port Forward 11-4. Port aft 10-2. Stb. Forward 8-9. Port 9-3. Stb. aft 8-6. Port 9-6. Crank shaft material 4-2-26. Identification Marks 1693, 5 and 6. Thrust shaft material 4-2-26. Identification Mark 1924/5. Intermediate shafts, material 4-2-26. Identification Marks 1929, 1926, 1959. Tube shaft, material. Identification Mark. Screw shaft material 4-2-26. Identification Mark 1931 and 1958. Steam Pipes, material S.D. Steel. Test pressure 30 lbs. Date of Test 29 May 1928. Is an installation fitted for burning oil fuel Yes. Is the flash point of the oil to be used over 150°F. yes. Have the requirements of the Rules for carrying and burning oil fuel been complied with yes. Is this machinery duplicate of a previous case Yes. If so, state name of vessel T.S.S. "Staimbe". Name Report No. 1507.

General Remarks (State quality of workmanship, opinions as to class, &c. Workmanship good. These main engines have been specially surveyed during their construction. They have been built in accordance with the approved plans and the materials used have been tested by the Surveyors to this Society as required by the Rules. The main condenser ratings on the engine columns have been fitted with horizontal tie plates as was found necessary in the case of the T.S.S. "Staimbe".

These engines are now being dispatched to Rouen for fitting onboard, and they will be eligible in my opinion for the notation of + LMC. of suitable date, in the Register Book when fitted onboard in accordance with the Rules and found satisfactory under working conditions.

Note: All certificates for material were attached to Name Report 1507 on the T.S.S. "Staimbe". The engines have been examined during erection on board, the workmanship is good. A trial at sea has been made and the result found satisfactory. The engines are in my opinion eligible to be classed and the notation of + LMC 9.28 recorded in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. + LMC 9.28 F.D. O.G. Fitted for oil fuel 9.28. H. above 150°F. J.S.A. 11/9/28.

Rouen to change 1/5 fu = 720.5-0
1st entry 6.0-0

The amount of Entry Fee	£ 6.0.0	When applied for,	17.2.28
Total fu	£ 106.5.0	When received,	20.2.28
Special Minute	£ 8.0.0		
Donkey Boiler Fee	£ 2.9.6		
Travelling Expenses (if any)	£ 2.0.2		
Rouen Fee	£ 2.4.4	See London letter dated	20-2-28
Special Minute	£ 2.9.94		
Committee's Minute	£ 8.0.0		

Assigned + LMC 9.28 F.D. O.G. Fitted for Oil fuel 9.28 H. above 150°F. CERTIFICATE WRITTEN

Geo. A. Lang
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 14 SEP 1928