

20 APR 1931

No. 3381.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 26 FEB 1931

Date of writing Report 24. 2. 31 19 When handed in at Local Office 25. 2. 31. 19 Port of DUNKIRK

No. in Survey held at DUNKIRK Date, First Survey Jan. 22nd 1930. Last Survey 27th Jan. 1931.
Reg. Book. (Number of Visits 57.)

on the STEEL S.S. "ALABAMA"

Built at Rouen. By whom built Chantiers de Normandie Yard No. S. 6. Tons Gross ✓
Engines made at DUNKIRK By whom made Soc. des Ateliers & Chantiers de France Engine No. 1676. when made 1930. Net ✓
Boilers made at Saint Nazaire By whom made ✓ Boiler No. ✓ When built ✓
Registered Horse Power ✓ Owners Cie Generale Transatlantique Port belonging to ✓
Nom. Horse Power as per Rule 712. Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓
Trade for which Vessel is intended ✓

ENGINES, &c.—Description of Engines Triple Expansion Steam Reciprocating Revs. per minute 74.

Dia. of Cylinders 28" - 46½" - 78" Length of Stroke 54" No. of Cylinders 3. No. of Cranks 3.

Crank shaft, dia. of journals as per Rule 14.83 Crank pin dia. 16" ✓ Crank webs Mid. length breadth 25" Thickness parallel to axis 10½" ✓
as fitted 15½" ✓ Mid. length thickness 10½" shrunk Thickness around eye-hole 7½" ✓

Intermediate Shafts, diameter as per Rule 14.12 Thrust shaft, diameter at collars as per Rule 14.12
as fitted ✓ as fitted ✓

Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the { tube } shaft fitted with a continuous liner { ✓
as fitted ✓ as fitted ✓ as fitted ✓

Bronze Liners, thickness in way of bushes as per Rule ✓ Thickness between bushes as per Rule ✓ Is the after end of the liner made watertight in the
as fitted ✓ as fitted ✓ propeller boss ✓
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓
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 ✓
If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube
shaft. ✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller. ✓

Propeller, dia. ✓ Pitch ✓ No. of Blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet

Feed Pumps worked from the Main Engines, No. none Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 2' - 7½" Can one be overhauled while the other is at work ✓ yes.

Feed { No. and size ✓ Pumps connected to the { No. and size ✓
Pumps { How driven ✓ Main Bilge Line { How driven ✓

Ballast Pumps, No. and size ✓ 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 ✓
In Holds, &c. ✓

SANITARY PUMP FITTED TO MAIN ENGINE, DIA. 2½" - STROKE, 2' - 7½".

Main Water Circulating Pump Direct Bilge Suctions, No. and size ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size ✓ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ✓

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 ✓

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

Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates ✓ Are the Overboard Discharges above or below the deep water line ✓

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓

What Pipes pass through the bunkers ✓ How are they protected ✓

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

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

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 ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record ✓) Total Heating Surface of Boilers 11,280 ft²

Is Forced Draft fitted Yes. No. and Description of Boilers 4. Working Pressure 180 LBS. PER SQ. IN.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓

IS A DONKEY BOILER FITTED? ✓ If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting E. 25. 5. 30. Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓
(If not state date of approval)

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

SPARE GEAR. State the articles supplied:— 2 each top & bottom end Connecting rod bolts & nuts. 2 Main Bearing
bolts & nuts. 1 set (9) Coupling bolts & nuts. 1 set of bilge pump Kinghorn Valves. 50 Condenser Ferrules.
12 Junk ring bolts & nuts. 18 Cover & gland studs. Spare Condenser tubes. 1 guide slipper.
1 set each of top & bottom end brasses. 1 set of Air pump Valves. 2 Eccentric sheave bolts
& nuts. 1 set each, HP, MP, & LP piston & valve rod packings with springs. 1 Air pump rod & bucket.
2 eccentric sheaves. 1 eccentric strap. 1 Ahead eccentric rod. 1 Astern eccentric rod.
2 valve rods. 1 tumbling block. 1 piston rod & nut. 1 Cylinder escape Valve & Cover & 2 springs.
Complete set of Lockwood & Carlisle's piston rings (HP, MP & LP). 1 set of HP piston Valve Lockwood &
Carlisle's rings. 1 bilge pump plunger. A quantity of assorted studs, bolts & nuts, iron, etc.

The foregoing is a correct description,
Société des Ateliers et Chantiers de France.

Manufacturer.



© 2021

Lloyd's Register
Foundation

005656-005670-0231

1930 - JAN. 22. FEB. 24, 26. MAR. 6, 12, 13, 17, 22, 25, 29, 31. APR. 3, 10, 16, 17, 26. MAY 10, 19, 27. JUNE 6, 20. JULY 3, 8, 22, 30.
AUG. 4, 7, 9, 20, 21, 25. SEPT. 2, 3, 9, 11, 17, 18, 20, 23, 25. OCT. 1, 6, 8, 14, 23, 25. NOV. 12, 18, 27. DEC. 3, 16, 19.
During progress of work in shops - - -
During erection on board vessel - - -
Total No. of visits 57.

Dates of Examination of principal parts - Cylinders 1930. MAR. 12, 13, 17, 25, 29. APL. 3, 10, 16. MAY 19, 27. JUN. 6. JULY 3, 22, 30. AUG. 7, 9, 20, 21, 25. SEPT. 11, 17, 18, 23, 25. OCT. 1, 6, 8, 14. Slides MAR. 25. APR. 10. DEC. 16, 24. Covers MAR. 25. JUN. 6. AUG. 20, 21. SEP. 20. OCT. 1.
Pistons MAR. 25. JUL. 30. AUG. 9, 25. OCT. 23. Piston Rods MAR. 6, 12, 22, 29, 31. APR. 26. JUL. 3-8. Connecting rods JUN. 6. JUL. 3-8. AUG. 4. SEP. 2, 3-9.
Crank shaft APR. 17. JUL. 8. SEP. 17. OCT. 6, 14. Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections Boilers fixed Engines tried under steam
Completion of pumping arrangements Thickness of adjusting washers
Main boiler safety valves adjusted Crank shaft material Open Hearth Ingot Steel Identification Mark LLOYD'S No. 6. 31.3.30 Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel 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
Is this machinery duplicate of a previous case, stated to be If so, state name of vessel "ALASKA" & "ARIZONA".

General Remarks (State quality of workmanship, opinions as to class, &c. This Engine has been built in accordance with the approved Crank Shaft plan & the Secretary's letters, & in other respects in accordance with the Rules.

The materials and workmanship are good.
The Cylinders & valve Casings have been tested by hydraulic pressure & found satisfactory under the following tests:- HP. 18 K 650 per sq. c/m. MP. 11 K 130 per sq. c/m & LP. 3 K per sq. c/m.

Similarly the main Condenser has been tested to 1 K 200 per sq. c/m, the Air, bilge & sanitary pumps to 3 K per sq. c/m, & the various valves, cocks, & pipes, etc in accordance with the various duties they have to perform, & found satisfactory.

Owing to defective Castings & renewals after the dismantling & expedition of the main engine to Ronen for shipment aboard, (1) The MP piston has not been seen in place & Clearances verified, though the fit on the rod has been examined & found satisfactory. (2) The Cast Iron main exhaust pipe from the LP. Casing to the Condenser has been tested by hydraulic pressure to 2 K 100 per sq. c/m & found satisfactory, but has not been seen fitted in place.

This machinery is eligible in my opinion to have the favourable consideration of the Committee subject to the MP piston & the main exhaust pipe to the Condenser being examined when fitted in place & found satisfactory.

The Ronen Surveyor has been advised.
4 Forgings Certificates are forwarded herewith, viz:-
St Etienne No 6. Paris No 428 & 430, & St Etienne No 9.

The amount of Entry Fee 2/5 £6. = Fes 298
Special SURVEY M... £ 5487
Donkey Boiler Fee ... £ 75
Travelling Expenses (if any) £
When applied for, 13.2.1931
TOTAL Fes 5860
When received, 20.2.1931

Committee's Minute
Assigned
FRI. 1 MAY 1931
See J.E.Rpt.

