

REPORT ON MACHINERY.

No. 2641.

Received at London Office
 Date of writing Report 9/4/11 When handed in at Local Office 9/4/11 Port of Trieste
 Date, First Survey 24-1-11 Last Survey 7-4-11 19
 in Survey held at Regeusburg
 on the Levy steamer No 6
 (Number of Visits 3)

Builder Built at Regeusburg By whom built Ch. Ruffhof
 Engines made at Zurich By whom made Escher Wyss & Co when made 1911
 Movers made at D By whom made D when made 1911
 Registered Horse Power 27 Owners Soc. de Nav. anpen dan la Corse Port belonging to Constantinople
 m. Horse Power as per Section 28 27 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

GINES, &c.—Description of Engines Compound No. of Cylinders 2 No. of Cranks 2
 No. of Cylinders 402 x 18.9 Length of Stroke 11.81 Revs. per minute 240 Dia. of Screw shaft as per rule Material of as fitted screw shaft as fitted
 the screw shaft fitted with a continuous liner the whole length of the stern tube Is the after end of the liner made water tight
 the propeller boss If the liner is in more than one length are the joints burned 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
 ers are fitted, is the shaft lapped or protected between the liners Length of stern bush 19.68
 a. of Tunnel shaft as per rule Dia. of Crank shaft journals as per rule Dia. of Crank pin Size of Crank webs Dia. of thrust shaft under
 lars Dia. of screw Pitch of Screw No. of Blades State whether moveable Total surface
 No. of Feed pumps 1 Diameter of ditto 2.16 Stroke 4 Can one be overhauled while the other is at work Yes
 No. of Bilge pumps 1 Diameter of ditto 2.16 Stroke 4 Can one be overhauled while the other is at work Yes
 No. of Donkey Engines 2 Sizes of Pumps 3x2x3 No. and size of Suctions connected to both Bilge and Donkey pumps
 Engine Room one 2 In Holds, &c. Forecast holds one each, 2 dia

No. of Bilge Injections 1 sizes 2.75 Connected to condenser, or to circulating pump Yes Is a separate Donkey Suction fitted in Engine room & size 2 1/2 Yes
 Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible None
 Are all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line Below
 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
 That pipes are carried through the bunkers None How are they protected
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes
 Dates of examination of completion of fitting of Sea Connections 25/4/11 of Stern Tube 25/4/11 Screw shaft and Propeller 25/4/11
 the Screw Shaft Tunnel watertight No Tunnel Is it fitted with a watertight door Yes worked from Stiffing Box for shaft at W.T. End

WILERS, &c.—(Letter for record) Manufacturers of Steel
 Total Heating Surface of Boilers 6500 Is Forced Draft fitted No. and Description of Boilers 1 Marine Single ended
 Working Pressure Tested by hydraulic pressure to Date of test No. of Certificate
 Can each boiler be worked separately Area of fire grate in each boiler No. and Description of Safety Valves to
 each boiler Area of each valve Pressure to which they are adjusted 150 lbs Are they fitted with easing gear Yes
 Smallest distance between boilers or uptakes and bunkers or woodwork 13 Mean dia. of boilers Length Material of shell plates
 Thickness Range of tensile strength Are the shell plates welded or flanged Descrip. of riveting: cir. seams
 Long. seams Diameter of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps
 Percentages of strength of longitudinal joint rivets Working pressure of shell by rules Size of manhole in shell
 Size of compensating ring No. and Description of Furnaces in each boiler Material Outside diameter
 Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings
 bottom Thickness of plates bottom
 Working pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom
 Pitch of stays to boiler: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules
 Material of stays Diameter of smallest part Area supported by each stay Working pressure by rules End plates in steam space:
 Material Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays
 Diameter at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom
 Thickness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules
 Diameter of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays
 Pitch across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and
 thickness of girder at centre Length as per rule Distance apart Number and pitch of stays in each
 Working pressure by rules 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
 holes Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates Thickness
 If 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

VERTICAL DONKEY BOILER—

Manufacturers of Steel

No. _____ Description _____
 Made at _____ By whom made _____ When made _____ Where fixed _____
 Working pressure _____ tested by hydraulic pressure to _____ Date of test _____ No. of Certificate _____ Fire grate area _____ Description of Say _____
 Valves _____ No. of Safety Valves _____ Area of each _____ Pressure to which they are adjusted _____ Date of adjustment _____
 If fitted with easing gear _____ If steam from main boilers can enter the donkey boiler _____ Dia. of donkey boiler _____ Length _____
 Material of shell plates _____ Thickness _____ Range of tensile strength _____ Descrip. of riveting long. seams _____
 Dia. of rivet holes _____ Whether punched or drilled _____ Pitch of rivets _____ Lap of plating _____ Per centage of strength of joint _____ Rivets _____ Plates _____
 Working pressure of shell by rules _____ Thickness of shell crown plates _____ Radius of do. _____ No. of stays to do. _____ Dia. of stays _____
 Diameter of furnace Top _____ Bottom _____ Length of furnace _____ Thickness of furnace plates _____ Description of joint _____
 Working pressure of furnace by rules _____ Thickness of furnace crown plates _____ Radius of do. _____ Stayed by _____
 Diameter of uptake _____ Thickness of uptake plates _____ Thickness of water tubes _____ Dates of survey _____

SPARE GEAR. State the articles supplied:— 2 Bottom end bolts. There are no top end bolts in this engine. 2 main bearing bolts. The set of bolts & nuts for shaft & fly wheel sleeve couplings. The set feet & high pump valve. Assorted Bolt & nuts & various sizes of iron. Propeller. Balast ke. The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 25 January 1911 2nd February & 5th 6th & 7th April 1911. During erection on board vessel - - 5. Total No. of visits 5.

Is the approved plan of main boiler forwarded herewith

Dates of Examination of principal parts—Cylinders _____ Slides _____ Covers _____ donkey _____ Pistons _____ Rods _____
 Connecting rods _____ Crank shaft _____ Thrust shaft _____ Tunnel shafts _____ Screw shaft 25.1.11. Propeller 25.1.11.
 Stern tube 25.1.11. Steam pipes tested 5.4.11. Engine and boiler seatings 25.1.11. Engines holding down bolts 2.3.11.
 Completion of pumping arrangements 7.4.11. Boilers fixed 2.3.11. Engines tried under steam 6.4.11.
 Main boiler safety valves adjusted 5.4.11. Thickness of adjusting washers 13 & 14 M-M.
 Material of Crank shaft _____ Identification Mark on Do. _____ Material of Thrust shaft _____ Identification Mark on Do. _____
 Material of Tunnel shafts _____ Identification Marks on Do. _____ Material of Screw shafts _____ Identification Marks on Do. _____
 Material of Steam Pipes _____ Solid drawn copper. _____ Test pressure 300 lb.

General Remarks (State quality of workmanship, opinions as to class, &c.) The engine & boiler have been placed on board under survey & satisfactorily secured, & tested under steam & the spare gear examined & checked, & the case is in my opinion eligible for the notation & class 4.11.

It is submitted that the vessel is eligible for THE RECORD. + LMC 4.11.

JWD 17/4/11

G. D. Ritchie.

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

N.B. This offered (to) the credit with the Genoa office.

The amount of Entry Fee .. £ : : When applied for, 9/4/11.
 Special .. £ : :
 Donkey Boiler Fee .. £ : :
 Travelling Expenses (if any) £ : : See Gen rpt

Committee's Minute

Assigned

THU 13 APR 1911

Home 4.11

WED 7 JUN 1911



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Certificate (if required) to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)