

REPORT ON OIL ENGINE MACHINERY.

No. 2821

Received at London Office

28 FEB 1927

Date of writing Report 25th Feb. 1927 When handed in at Local Office 26th Feb. 1927 Port of DUNKIRK
No. in Survey held at DUNKIRK Date, First Survey 26th Augt. 1925 Last Survey 21st Feb. 1927
Reg. Book. 62972 on the Motor ANDRÉ MOYRAND Tons Gross 2471
Triple Screw vessel Net 1452
Built at Dunkirk By whom built Soc. des At et Chantiers de France Card No. 138 When built 1926
Engines made at Copenhagen By whom made Art. Buumeister & Hain's Engine No. 1222 When made 1925-26
Donkey Boilers made at Amman By whom made Cochran & Co Amman Ltd Boiler No. 9710 When made 1925
Brake Horse Power 1150. about. Owners Soc. Anon. de Garance et d'Armement Port belonging to Dunkirk
Nom. Horse Power as per Rule 222 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

OIL ENGINES, &c.—Type of Engines Vertical Diesel Oil Engine (Crosshead Type) 2 or 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 35¹/₂ lb. sq. in. No. of cylinders 6 Diameter of cylinders 500³/₄ = 19¹/₂" No. of cranks 6 Length of stroke 250³/₄ = 19³/₄"
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank ✓
Revolutions per minute 120 Flywheel dia. ✓ Weight ✓ Means of ignition Air Compression Kind of fuel used Crude Oil
Crank Shaft, dia. of journals as per Rule Crank pin dia. as fitted Crank Webs Mid. length breadth Thickness parallel to axis shrunk Thickness around eye hole ✓
Flywheel Shafts, diameter as per Rule Intermediate Shafts, diameter as fitted Thrust Shaft, diameter at collars as fitted
Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner Continuous Liner
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the propeller boss yes
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Continuous
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 Anti-Corrosive paint
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 No
Length of Bearing in Stern Bush next to and supporting propeller 1100³/₄"
Propeller, dia. 3700³/₄" Pitch 2609³/₄" No. of blades 4 Material Bronze whether Moveable Solid Total Developed Surface 5.3 metres sq. ft.
Method of reversing Engines Direct Reversible Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication Forced
Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Exhausts up funnel
Cooling Water Pumps, No. One of 50 Tons Capacity Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
Bilge Pumps fitted to the Main Engines, No. One off Diameter of tank 150³/₄" Stroke 80³/₄" Can one be overhauled while the other is at work ✓
Pumps connected to the Main Bilge Line No. and Size One Rotary "Ron" off 100 Tons and one B & W plunger pump off 40 Tons.
How driven By Electric Motors
Ballast Pumps, No. and size One off 100 Tons Lubricating Oil Pumps, including Spare Pump, No. and size 2. off 25 Tons Each
Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Engine Room 2. off 80³/₄" plus a flexible (Portable) of 70³/₄" Diam.
In Holds, &c. Galvanized 80³/₄" one in fore peak, Two in Nos. 1, 2, 3, 4 Holds, One in Tunnel well, One in After peak
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Two forward off 80³/₄" 15 centrifugal pump. One off 140³/₄" ballast pumps.
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 On Steel built boxes Are they fitted with Valves or Cocks Valves
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform 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 pass through the bunkers no bunkers How are they protected ✓
What pipes pass through the deep tanks no deep tank 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 Top platform
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓

Main Air Compressors, No. One off No. of stages 3 Diameters ✓ Stroke ✓ Driven by Main Engine
Auxiliary Air Compressors, No. 3 off No. of stages 2 Diameters ✓ Stroke ✓ Driven by Aut. Motors
Small Auxiliary Air Compressors, No. One No. of stages 2 Diameters ✓ Stroke ✓ Driven by Hand
Scavenging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓

Auxiliary Engines crank shafts, diameter as per Rule ✓
as fitted ✓

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule ✓
Can the internal surfaces of the receivers be examined ✓ What means are provided for cleaning their inner surfaces ✓
Is there a drain arrangement fitted at the lowest part of each receiver ✓

High Pressure Air Receivers, No. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓
Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓
Starting Air Receivers, No. ✓ Total cubic capacity ✓ Internal diameter ✓ thickness ✓
Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓

IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

HYDRAULIC TESTS:-

Please See Glasgow Rpt. 45230 returned herewith

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
COVERS	✓	✓	✓	✓	
JACKETS	✓	✓	✓	✓	
PISTON WATER PASSAGES	✓	✓	✓	✓	
MAIN COMPRESSORS—1st STAGE	✓	✓	✓	✓	
2nd	✓	✓	✓	✓	
3rd	✓	✓	✓	✓	
AIR RECEIVERS—STARTING	✓	✓	✓	✓	
INJECTION	✓	✓	✓	✓	
AIR PIPES	1926-24/8, 24/11, 26/11, 1/12	65½ per sq in	140 K. per sq in	JG. 24.8.26	
FUEL PIPES	1927-6/1, 11/1	65½ per sq in	135 K. per sq in	JG. 6.1.27	
FUEL PUMPS	✓	✓	✓	✓	
SILENCER	✓	✓	✓	✓	
WATER JACKET	✓	✓	✓	✓	
SEPARATE FUEL TANKS	✓	✓	✓	✓	

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)

yes

Receivers

yes

Separate Tanks

yes

Donkey Boiler

yes

General Pumping Arrangements

4/6/26

Oil Fuel Burning Arrangements

yes

SPARE GEAR

List of spare gear forwarded herewith, checked on board and found in order.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops--	1925-26/8, 16/9, 7/10, 7/11, 30/11, 18/12, 1926-1/1, 19/1, 22/1, 1/3, 13/4, 5/5, 6/5, 24/5, 31/5, 2/6, 9/7, 22/7, 30/7, 24/8, 25/8, 29/8, 2/9, 11/12, 1927-6/1, 11/1.
	During erection on board vessel--	1926-1/3, 13/4, 6/5, 23/6, 6/7, 9/7, 19/7, 25/8, 23/9, 22/10, 2/11, 5/11, 6/10, 19/11, 24/11, 26/11, 30/11, 1/12, 6/12, 11/12, 16/12, 17/12, 24/12, 1927-6/1, 14/1, 20/1, 24/1, 31/1, 5/2, 10/2, 14/2, 24/2.
	Total No. of visits	61.

Dates of Examination of principal parts—Cylinders	✓	Covers	✓	Pistons	✓	Rods	✓	Connecting rods	✓
Crank shaft	✓	Flywheel shaft	✓	Thrust shaft	✓	Intermediate shafts	✓	Tube shaft	✓
1925-7/10, 7/11, 30/11, 18/12,									
Screw shaft 1926-6/1, 19/1, 22/11, 12/12		Propeller 1926-4/5, 24/8, 23/9		Stern tube 1926-4/5, 6/5, 23/9, 1/12		Engine sealings 1927-3/11, 3/12, 10/12		Engines holding down bolts 1927-3/11, 3/12, 10/12, 14/12	
Completion of fitting sea connections	1926. 6/11.	Completion of pumping arrangements	14/2. 1927	Engines tried under working conditions	At Sea 21.2.27				
Crank shaft, Material	✓	Identification Mark	✓	Flywheel shaft, Material	✓	Identification Mark	✓		
Thrust shaft, Material	✓	Identification Mark	✓	Intermediate shafts, Material	S. M. I. Steel	Identification Marks	LLOYD'S N° 459. 461. 463. 464. 466. 11. 3. 26		
Tube shaft, Material	✓	Identification Mark	✓	Screw shaft, Material	S. M. I. Steel	Identification Mark	LLOYD'S N° 462 11. 3. 26		

Is the flash point of the oil to be used over 150° F.

yes

Is this machinery duplicate of a previous case

yes

If so, state name of vessel

"Paul Emile Javary"

General Remarks

(State quality of workmanship, opinions as to class, &c.)

Please See Copenhagen Rpt. 7252 returned herewith

The Machinery and Auxiliaries of this vessel have been securely fitted on board, the workmanship is good. The Engines & Auxiliaries Examined under working conditions at Sea and found in good order. The machinery is in good condition and eligible in my opinion to have the notation of L.M.C. 2, 27; CL; OIL ENGINES. The safety valve of the Air receiver has been adjusted to a working pressure of 25 Kgs per sq in.

15. Forging reports. 1. Certificate for Air receiver and 6. plans are forwarded herewith.

The amount of Entry Fee

£. 99.-

When applied for,

Special

£. 1376.-

25.2.1927

Donkey Boiler Fee

£. 22/-

When received,

Travelling Expenses (if any)

£. 22/-

Committee's Minute

FRI. 4 MAR 1927

Assigned

+ L.M.C. 2.27 C.L.
Oil Engines

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



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