

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 17th June 1929 When handed in at Local Office 19 Port of HAMBURG Received at London Office 25 JUL 1929

No. in Survey held at HAMBURG Date, First Survey 3rd Sept. 1928 Last Survey 15th June 1929
 Reg. Book. on the Steel Sc VENDEMIARE (Number of Visits 32)

Built at _____ By whom built _____ Yard No. 119 Tons { Gross 9117
 Net 6731
 When built 1929

Engines made at HAMBURG By whom made DEUTSCHE WERFT A.G. Engine No. 588 when made 1929

Boilers made at HAMBURG By whom made DEUTSCHE WERFT A.G. Boiler No. 375/37 when made 1929

Registered Horse Power 3000 I.H.P. Owners COMPAGNIE NATIONALE DE NAVIGATION Port belonging to ROUEN

Nom. Horse Power as per Rule 545 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended Tanker Trade

ENGINES, &c.—Description of Engines 4 cylinders LENTZ engine Type 12 Revs. per minute 90/95
 Dia. of Cylinders 2 of 560 mm 2 of 1200 mm Length of Stroke 1300 mm No. of Cylinders 4 No. of Cranks 4
 Crank shaft, dia. of journals as per Rule 350 mm Crank pin dia. 380 mm Crank webs shrunk Thickness parallel to axis 230 mm
 as fitted 380 mm Mid. length thickness 177.5 mm
 Intermediate Shafts, diameter as per Rule 333 mm Thrust shaft, diameter at collars as per Rule 350 mm
 as fitted 360 mm as fitted 380 mm
 Tube Shafts, diameter as per Rule 30 mm Screw Shaft, diameter as per Rule 384 mm Is the { tube } shaft fitted with a continuous liner { yes }
 as fitted 30 mm as fitted 384 mm
 Bronze Liners, thickness in way of bushes as per Rule 30 mm Thickness between bushes as per Rule 15 mm Is the after end of the liner made watertight in the
 as fitted 30 mm as fitted 15 mm 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 one length
 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 fit tightly
 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 no Length of Bearing in Stern Bush next to and supporting propeller 1560 mm
 Propeller, dia. 5100 mm Pitch 3800 mm No. of Blades 4 Material brass Whether Moveable no Total Developed Surface 7.76 m² sq. feet
 Feed Pumps worked from the Main Engines, No. none Diameter — Stroke — Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 100 mm Stroke 500 mm Can one be overhauled while the other is at work yes
 Feed { No. and size 2 250 x 180 x 525 mm Pumps connected to the { No. and size 1 100 ton/hour }
 Pumps { How driven by steam (Wär) } Main Bilge Line { How driven by steam }
 Ballast Pumps, No. and size 1 100 ton per hour Lubricating Oil Pumps, including Spare Pump, No. and size —
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 5 of 90 mm dia
 In Holds, &c. 2 of 90 mm dia in fore hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 90 mm Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 of 90 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 yes Are they fitted with Valves or Cocks valves & cocks
 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 pass through the bunkers none How are they protected —
 What pipes pass through the deep tanks 1 union pipe for Cofferdam 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 no shaft tunnel Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 810 m² = 8719 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers 3 multitubular main B. Working Pressure 200 lbs/14 kg
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes 3SB.
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)

Superheaters — General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:— All spare Articles as required in Section 17 of the Rules have been supplied

The foregoing is a correct description,

DEUTSCHE WERFT
AKTIENGESELLSCHAFT

Manufacturer.



© 2021

Lloyd's Register
Foundation

010037-010045-0110

© 2021
UG 1929
Lloyd's Register
Foundation