

REPORT ON WATER TUBE BOILERS.

No. ROI. E.E. 38

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Received at London Office

Date of writing Report 28.4.1962 When handed in at Local Office 28.4.1962 Port of ROUEN
 No. in Survey held at Grand Quevilly Date, First Survey 14.11.61 Last Survey 9.2.1962
 g. Book 388 on the M.V. "NORWID" (Number of Visits 6) Gross 5562 Tons
 Net 2994
 Built at Grand Quevilly By whom built Ch. Reunis Loire Nor- Yard No. R. 323 When built 1961
Yardie.
 Engines made at Nantas By whom made Ch. de l'Atlantique Engine No. When made
 Boilers made at Mantes-la-Jolie By whom made C.C.M. Proceadas Sulzer Boiler No. 2589 When made 1961
 for Register Book Owners Port belonging to

WATER TUBE BOILERS—MAIN, AUXILIARY, OR DONKEY—Manufacturers of Steel

Date of Approval of plan Please SEE PARIS REPORT No. 40 PAR

Boilers One "Lamont" exh. gas heated Working Pressure 6Kgs/cm² Tested by Hydraulic Pressure to 12Kgs/cm² No. and Description or Type

of Certificate - Can each boiler be worked separately economiser Total Heating Surface of Boilers Superheaters

Are Economisers Is forced draught fitted Area of Fire Grate (coal) in each Boiler

and type of burners (oil) in each boiler No. and description of safety valves on

each boiler Single spring loaded relief valve Area of each set of valves per boiler { per rule - Pressure to which they

are adjusted 6 Kgs Are they fitted with easing gear Yes In case of donkey boilers state whether steam from main boilers can enter

donkey boiler Smallest distance between boilers or uptakes and bunkers or woodwork Height of boiler

Width and length Steam Drums:—Number in each boiler Inside diameter

Thickness of plates Range of tensile strength Are drum shell plates welded

flanged If fusion welded, state name of welding firm Have all the requirements of the Rules

Class I vessels been complied with Description of riveting:—Circ. seams long. seams

Diameter of rivet holes in long. seams Pitch of rivets Thickness of straps Percentage strength of

long. joint:—Plate Rivet Diameter of tube holes in drum Pitch of tube holes

Percentage strength of shell in way of tubes Steam Drum Heads or Ends:—Range of tensile strength

Thickness of plates Radius or how stayed Size of manhole or handhole Water Drums:—Number

each boiler Inside diameter Thickness of plates Range of tensile strength Are drum shell plates

welded or flanged If fusion welded, state name of welding firm Have all the requirements of the Rules

Class I vessels been complied with Description of riveting:—Circ. seams long. seams

Diameter of rivet holes in long. seams Pitch of rivets Thickness of straps

Percentage strength of long. joint:—Plate Rivet Diameter of tube holes in drum Pitch of tube holes

Percentage strength of drum shell in way of tubes Water Drum Heads or Ends:—Range of tensile strength

Thickness of plates Radius or how stayed Size of manhole or handhole

Number of Sections:—Number Material Thickness Tested by hydraulic pressure to

Thickness:—Diameter Thickness Number Steam Dome or Collector:—Description of

Attachment to shell Inside diameter Thickness of shell plates Range of tensile

strength Description of longitudinal joint If fusion welded, state name of welding

Have all the requirements for the Rules for Class I vessels been complied with Diameter of rivet holes

Thickness of straps Percentage strength of long. joint plate rivet

Number of End Plates:—Range of tensile strength Thickness Radius or how stayed

PERHEATER, Drums or Headers:—Number in each boiler Inside diameter

Thickness Material Range of tensile strength Are drum shell plates welded

flanged If fusion welded, state name of welding firm Have all the requirements of the Rules

Class I vessels been complied with Description of riveting:—Circ. seams long. seams

Diameter of rivet holes in long. seams Pitch of rivets Thickness of straps Percentage strength of

long. joint:—Plate Rivet Diameter of tube holes in drum Pitch of tube holes Percentage strength of

drum shell in way of tubes Drum Heads or Ends:— Thickness Range of tensile strength

Radius or how stayed Size of manhole or handhole Number, diameter, and thickness of tubes

Tested by hydraulic pressure to Date of test Is a safety valve fitted to each section of the superheater which

can be shut off from the boiler No. and description of safety valves Area of each set

of valves Pressure to which they are adjusted Is easing gear fitted

Is spare gear. Has the spare gear required by the Rules been supplied

St^e A^me des CHANTIERS REUNIS LOIRE-NORMANDIE
 The foregoing is a correct description,
 CHANTIER de NORMANDIE Shipbuilder
 GRAND-QUEVILLY (S. Mne) Manufacturer.

During progress of work in shops 15.11.1961
 During erection on board vessel 24.11. 5.12. 7.12. 19.12.1961, 9.2.1962
 Is the approved plan of boiler forwarded herewith
 Total No. of visits 6

Is boiler a duplicate of a previous case No If so, state vessel's name and report No.

GENERAL REMARKS (State quality of workmanship, opinions as to class, &c. The above exhaust gas heated economiser has been satisfactorily installed on board the ship and tested in accordance with the requirements of Rules, approved plans and the Secretary's letters.

Survey Fee See 45 When applied for 10
 Travelling Expenses (if any) £ 6ms When received 10

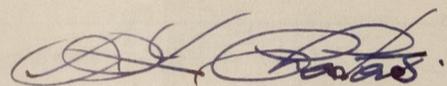
Date FRIDAY 20 JUL 1962
 Signature Supt

Engineer Surveyor to Lloyd's Register of Shipping
 P.F. Chesters
 Foundation

012616-012619-0048

The "Lamont" Economiser situated in the funnel is heated by exhaust gas from the main engine only. The circulating water return valve (No. 171) shown on plan No. MT 17/1D fitted on the oil fired Spanner Boiler has been locked in the open position with a suitable bolted locking plate, the handwheel removed and clipped to a shell frame nearby. A brass plate inscribed "This valve not to be closed unless the Lamont Economiser is out of use," has been fitted near the return chest on the boiler. The arrangement is that the "Lamont" economiser is only connected to the oil fired Spanner Boiler and not to the steam range direct. The steam is used for oil fuel heating, coils etc., and not for driving essential machinery.

A single spring loaded 30 mm diameter relief valve, fitted to the outlet header of "Lamont" Economiser has been set at 6 Kgs/cm², the Owners' Representative did not agree to a pressure difference of 2 Kgs/cm² between the lower oil fire boiler and the economiser as suggested in the Secretary's letter of 8th January, 1962. The "Lamont" Economiser was satisfactorily retested by hydraulic pressure to 12 Kgs/cm².



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