

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

Date of writing Report 7 January 1927 When handed in at Local Office

10 Port of Harre

No. in Survey held at Caen  
Reg. Book.

Date, First Survey 29 April

Last Survey 3 Dec 1926

(Number of Visits 10)

on the s/s Wilno is Pluviose

Built at Caen

By whom built Ch<sup>te</sup> Navals Francais

Yard No. 41

Gross  
Tons  
Net

When built 1926

Engines made at Indret

By whom made Indret

Engine No. 13

when made 1920

Boilers made at Indret

By whom made Indret

Boiler No. 35.36 when made 1920

Registered Horse Power

Owners Polish Government

Port belonging to Gdynia

Nom. Horse Power as per Rule 193

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which Vessel is intended

ENGINES, &c. — Description of Engines Steam reciprocating ✓

Dia. of Cylinders  $18\frac{1}{2}$ "  $29\frac{1}{16}$ "  $49\frac{3}{16}$ " Length of Stroke 960 No. of Cylinders 3 ✓ Revs. per minute 85

Crank shaft, dia. of journals as per Rule 255 ✓ Crank pin dia. 256 ✓ Crank webs Mid. length breadth 400 ✓ Thickness parallel to axis 265 ✓

Intermediate Shafts, diameter as per Rule 240 ✓ as fitted 243 ✓ Thrust shaft, diameter at collars as per Rule 255 ✓ as fitted 256 ✓

Tube Shafts, diameter as per Rule 283 ✓ as fitted 288 ✓ Is the { tube } shaft fitted with a continuous liner { 2 liners ✓

Bronze Liners, thickness in way of bushes as per Rule 16 ✓ as fitted 16 ✓ Thickness between bushes as per Rule 16 ✓ 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 X

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 X

If two liners are fitted, is the shaft lapped or protected between the liners paint ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft X

Propeller, dia. 4260 ✓ Pitch 4m ✓ No. of Blades 4 ✓ Material Cast Iron whether Moveable no ✓ Total Developed Surface 6.50 sq. feet

Feed Pumps worked from the Main Engines, No. 2 ✓ Diameter 65 ✓ Stroke 480 ✓ Can one be overhauled while the other is at work yes ✓

Bilge Pumps worked from the Main Engines, No. 2 ✓ Diameter 65 ✓ Stroke 480 ✓ Can one be overhauled while the other is at work yes ✓

Feed Pumps { No. and size 1. 165/180/105 ✓ How driven Steam engine ✓ Pumps connected to the { No. and size 1. 70mm 135/130/120 ✓ Main Bilge Line { How driven Steam engine ✓

Ballast Pumps, No. and size 1-2 65/295/155 ✓ Lubricating Oil Pumps, including Spare Pump, No. and size X

Are two independent means arranged for circulating water through the Oil Cooler X Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps; — In Engine and Boiler Room 2 — 70mm

In Holds, &c. Core holds one each side 80mm After holds one each side 70mm

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-160mm Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 each side 70mm ✓ 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 Recess on ballast tank ✓ Are they fitted with Valves or Cocks Valves ✓

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 no ✓

What Pipes are carried through the bunkers holds, bilges and ballast suction ✓ How are they protected steel covered ✓

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

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 engine platform ✓

MAIN BOILERS, &c. — (Letter for record (S) Total Heating Surface of Boilers 3247 sq. ft. separate report 185th 1340 ✓

Is Forced Draft fitted no No. and Description of Boilers 2SB Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no

If so, is a report now forwarded? X

PLANS. Are approved plans forwarded herewith for Shafting no ✓ Main Boilers no ✓ Auxiliary Boilers X Donkey Boilers X

(If not state date of approval)

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

SPARE GEAR. State the articles supplied:—

2 top and 2 bottom end connecting rods bolts — 2 crankshaft bearing bolts — 6 shafts coupling bolts ✓  
 4 feed and 4 bilge pumps valves — 1 piston ring HP — 1 piston ring MP and LP — 1 propeller shaft ✓  
 1 top brass and 1 bottom brass connecting rod. 39 condenser tubes — 1 set of safety valves sprung ✓  
 1 set of auxiliary feed pump valve — 14 ordinary 8 stay tubes for boiler — 1 propeller ✓

The foregoing is a correct description,

Manufacturer.



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Foundation

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Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits 10  
29 April - 26 August, 9 Nov - 1 March 2.3.18.21 June 9 Dec

Dates of Examination of principal parts—Cylinders 9 Nov Slides 9 Nov Covers 9 Nov  
Pistons 9 Nov Piston Rods 9 Nov Connecting rods 9 Nov  
Crank shaft 9 Nov Thrust shaft 9 Nov Intermediate shafts 26 August  
Tube shaft 1 March Screw shaft 1 March Propeller 1 March  
Stern tube 26 August Engine and boiler seatings 1 March Engines holding down bolts 1 March  
Completion of pumping arrangements 18 June Boilers fixed 1 March Engines tried under steam 3 Dec  
Main boiler safety valves adjusted 21 June Thickness of adjusting washers Port boiler Aft Valve 16.8 Tare Valve 23.5  
Crank shaft material Steel Identification Mark Lloyd's 180-181-182 Thrust shaft material Steel Identification Mark  
Intermediate shafts, material Steel Identification Marks 180 181 Tube shaft, material Steel Identification Mark  
Screw shaft, material Steel Identification Mark Lloyd's 228 Steam Pipes, material Steel Test pressure 39 lb Date of Test 14/10/24  
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 carrying and burning oil fuel been complied with  
Is this machinery duplicate of a previous case yes If so, state name of vessel Brumauc Vendemiauc Kumauc

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

This engine not surveyed during construction has been opened out for examination, all working parts have been found in good order. It has been surveyed during erection on board, the workmanship is good. The trial at sea has been good.

This engine merit in my opinion the favourable consideration of the Committee for to be classed and the notation of LMC 12.26 inserted in the Register Book

It is submitted that  
this vessel is eligible for  
THE RECORD. LMC 12.26.

Date of build of Engines 1926.

The amount of Entry Fee ..3 £ 369 : When applied for,  
Special ...48.5. £ 5965 : 1 January 1927  
Donkey Boiler Fee ... £ : When received,  
Travelling Expenses (if any) £ 635 : 4/4/27

Committee's Minute

FRI. 14 JAN 1927

Assigned

L.M.C. 12.26

FRI. 1 APR 1927



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