

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 9 NOV 1925

Date of writing Report 6 nov 1925 When handed in at Local Office 1925 Port of Haar
 Date, First Survey 11 march Last Survey 23 october 1925
 No. in Survey held at Caen (Number of Visits 5)
 Reg. Book. Vendemiaire
 on the Caen
 Built at Caen By whom built Chantiers Navals Français Yard No. 37 When built 1925
 Engines made at Nantes By whom made S. Anonyme des Ateliers de la Loire Engine No. 423 when made 1920
 Boilers made at Haar By whom made Baillard & Co Boiler No. 1683 when made 1920
 Registered Horse Power 189 Owners Constante S. London Port belonging to Cardiff
 Nom. Horse Power as per Rule 189 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c. — Description of Engines Reciprocating Triple Expansion
 Dia. of Cylinders 460/460/450 Length of Stroke 960 Revs. per minute 85 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals 255 as per rule 255 Dia. of Crank pin 256 Crank webs 400 Mid. length breadth 400 If shrunk 165 Thickness parallel to axis 265
 Diameter of Thrust shaft under collars 256 as per rule 256 Diameter of Tunnel shaft 240 as per rule 240 Diameter of Screw shaft 288 as per rule 288 Is the Screw shaft yes
 fitted with a continuous liner the whole length of the stern tube 2 liners 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 joints burned no If the liner does not fit tightly at the part no
 between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive no
 If two liners are fitted, is the shaft lapped or protected between the liners paint Is an approved appliance fitted at the after end of the shaft to permit no
 of it being efficiently lubricated no Length of Stern Bush 3720 Diameter of Propeller 4.26
 Pitch of Propeller 4 No. of Blades 4 State whether Moveable no Total Surface 6.50 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 65 Stroke 480 Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 65 Stroke 480 Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 1 feed 165x180 - 105 Duplex - 1 auxiliary 135x130 - 120 Duplex
 No. and size of Pumps connected to the Main Bilge Line 2 main engine 60"m - 1 auxiliary 60"m
 No. and size of Ballast Pumps 1 - 125x125 - 155 No. and size of Lubricating Oil Pumps, including Spare Pump no
 Are two independent means arranged for circulating water through the Oil Cooler no No. and size of suction connected to both Main Bilge Pumps and Auxiliary no
 Bilge Pumps; — In Engine and Boiler Room 2 engine 60"m 2.36 and in Holds, &c. Holds No 1 and 1 each side 80"m No 3 Hold on each side 70"m

No. and size of Main Water Circulating Pump Bilge Suctions 1 160"m No. and size of Donkey Pump Direct Suctions no
 to the Engine Room Bilges each side 70"m 2.75 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 connections with the sea direct on the skin of the ship Recess constructed on ballast tank Are they 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 Discharge Pipes 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 Hold bilges suction and ballast suction How are they protected wood, steel covered
 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 Screw Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Deck steering engine platform

MAIN BOILERS, &c. — (Letter for record (5) Total Heating Surface of Boilers 3247 Working Pressure 185 lb.
 Is Forced Draft fitted no No. and Description of Boilers 2SB.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? no

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers no Auxiliary Boilers no Donkey Boilers no
 (If not state date of approval)

General Pumping Arrangements no Oil Fuel Burning Piping Arrangements no

SPARE GEAR. State the articles supplied:—

2 top and 2 bottom end bolts connecting rod - 2 crank shaft bearing bolts - 6 shaft coupling bolts - 1 feed pump valve - 1 bilge pump valve - 1 piston ring HP, 1 LP, 1 MP - 1 propeller shaft - 1 bottom brass and 1 top brass connecting rod - 39 condenser tubes - 2 valves for auxiliary feed pump - 1 set of safety valves spring - 8 boiler stay tubes and 14 ordinary tubes - 1 propeller

The foregoing is a correct description,

H. Leabelling

Manufacturer.



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During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 6

Dates of Examination of principal parts - Cylinders 11 march Slides 11 march
Covers 11 march Pistons 11 march Rods 11 march
Connecting rods 11 march Crank shaft 29 april Thrust shaft 29 april
Tunnel shafts 29 april Screw shaft 11 march Propeller 29 april
Stern tube 11 march Engine and boiler seatings 29 april Engines holding down bolts 22 may
Completion of pumping arrangements 16 june Boilers fixed 22 may Engines tried under steam 23 october
Completion of fitting sea connections 29 april Stern tube 29 april Screw shaft and propeller 29 april
Main boiler safety valves adjusted 29 june Thickness of adjusting washers Part boiler {Core 13.5 Stab. boiler {Core 20
aft 17.2 aft 18.3
Material of Crank shaft Steel Identification Mark on Do. Lloyd's No 93 2.6.20 CAL
Material of Thrust shaft Steel Identification Mark on Do. - 8 -
Material of Tunnel shafts Steel Identification Marks on Do. 4 Lloyd's No 423 1.6.20 CAL - 1 Lloyd's No 151 11
Material of Screw shafts Steel Identification Marks on Do. Lloyd's No 423 1.6.20 CAL
Material of Steam Pipes Copper Test pressure 26 1/2 Date of Test 18 november 1924
Is an installation fitted for burning oil fuel NO Is the flash point of the oil to be used over 150°F. I
Have the requirements of the Rules for carrying and burning oil fuel been complied with I
Is this machinery duplicate of a previous case yes If so, state name of vessel Marie Louise Pyper

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

The erection on board has been surveyed all working parts opened out have been examined and found in order
The engine and boilers have been tried at sea and the result found satisfactory
This engine merit in my opinion the favourable consideration of the Committee for to have record
of LMC 10.25 inserted in the Register Book.

Date of Build of vessel
1925
C.M.S.

It is submitted that
this vessel is eligible for
THE RECORD + LMC 10.25.

And A.D.
13/11/25

The amount of Entry Fee ..3 £ : 360.
Special 13-15 already £ : 3960.
received by Vanters
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ : 688.
When applied for, 6 nov 1925
When received, 13/11/25

Committee's Minute

FRI. 13 NOV 1925

Assigned

+ LMC 10.25

Engine Surveyor to Lloyd's Register of Shipping.

FRI. 20 NOV 1925

L.M.C. 10.25

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