

REPORT ON MACHINERY.

No. 3607.

Received at London Office

Date of writing Report *31st August 1915* When handed in at Local OfficePort of *Haarlem*No. in Survey held at *Haarlem*
Reg. Book.Date, First Survey *24 Novemb. 1913* Last Survey *30. August 1915*
(Number of Visits *60*)1561 on the *Steel Screw Steamer "Condé"*Master *Le Chaplain* Built at *Haarlem*By whom built *Forges & Chantiers*Tons { Gross *7200.*
Net *4537*When built *1914-15*Engines made at *Haarlem*By whom made *Forges & Chantiers*when made *1915*Boilers made at *Haarlem*By whom made *Forges & Chantiers*when made *1915*

Registered Horse Power

Owners *Compagnie Havraise Peninsulaire*Port belonging to *Haarlem*Nom. Horse Power as per Section 28 *587*Is Refrigerating Machinery fitted for cargo purposes *No.*Is Electric Light fitted *Yes.*ENGINES, &c.—Description of Engines *Triple expansion*No. of Cylinders *3*No. of Cranks *3*Dia. of Cylinders *27 1/8 - 46 1/8 - 77 3/16* Length of Stroke *52 1/8* Revs. per minute *72* Dia. of Screw shaft *as per rule 15.5* Material of *Steel*
as fitted 16.125 screw shaftIs the screw shaft fitted with a continuous liner the whole length of the stern tube *continuous liner* Is the after end of the liner made water tight
in the propeller boss *Yes.* If the liner is in more than one length are the joints burned *Yes.* 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 *Yes.* If two
liners are fitted, is the shaft lapped or protected between the liners *Yes.* Length of stern bush *12 feet*Dia. of Tunnel shaft *as per rule 14.52* Dia. of Crank shaft journals *as per rule 15.24* Dia. of Crank pin *15.37* Size of Crank webs *600x360* Dia. of Thrust shaft under
collars *15.24* Dia. of screw *5.800* Pitch of Screw *5.800* No. of Blades *4* State whether moveable *No.* Total surface *12.5 sq. Meters*No. of Feed pumps *2* Diameter of ditto *100* Stroke *0.680* Can one be overhauled while the other is at work *Yes.*No. of Bilge pumps *2* Diameter of ditto *100* Stroke *0.680* Can one be overhauled while the other is at work *Yes.*No. of Donkey Engines *4* Sizes of Pumps *two 250x150x250* No. and size of Suctions connected to both Bilge and Donkey pumps
*one 228x504x250, one 177x103x203*In Engine Room *3 of 90° - 3 in boiler room of 90°* In Holds, &c. *Lockhead 6 of 90° 2 each hold*
*after 3 of 90° 2 in hold No. 4 one in hold No. 5 and one of 50° in the tunnel end.*No. of Bilge Injections *1* sizes *210* Connected to condenser, or to circulating pump *circulating pump* Is a separate Donkey Suction fitted in Engine room & size *Yes. 90°*Are all the bilge suction pipes fitted with roses *Yes.* Are the roses in Engine room always accessible *Yes.* Are the sluices on Engine room bulkheads always accessible *Yes.*Are all connections with the sea direct on the skin of the ship *Yes. Large Port* Are they Valves or Cocks *Both*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 *Yes.*What pipes are carried through the bunkers *pipe under ceiling ship's hold* How are they protected *under ceiling*Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *Yes.*Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges *Yes.*Dates of examination of completion of fitting of Sea Connections *August 1915* of Stern Tube *January 1915* Screw shaft and Propeller *January 1915*Is the Screw Shaft Tunnel watertight *Yes.* Is it fitted with a watertight door *Yes.* worked from *Shelter Deck*BOILERS, &c.—(Letter for record (S) Manufacturers of Steel *Demain, Arzin, Hamel, Aug, Tüschel, Gröbenberg*
3 main Boilers 8177, 9504, 1330 19 feet *Beschwartz, Knaut, Hochling, Driestung*Total Heating Surface of Boilers *2725.8* Is Forced Draft fitted *Yes.* No. and Description of Boilers *(3) 6mm Single Boilers, 9-furnaces*Working Pressure *14.2* Tested by hydraulic pressure to *24.00* Date of test *10-11-14* No. of Certificates *107-108-110*
1-12-14 *9-3-15*Can each boiler be worked separately *Yes.* Area of fire grate in each boiler *61 sq. feet* No. and Description of Safety Valves toeach boiler *2 imp Valve Spring* Area of each valve *3848* Pressure to which they are adjusted *14.00* Are they fitted with easing gear *Yes.*Smallest distance between boilers or uptakes and bunkers or woodwork *1.50* Mean dia. of boilers *4.700* Length *3.850* Material of shell plates *Steel*Thickness *36.5* Range of tensile strength *44,000* Are the shell plates welded or flanged *flanged* Descrip. of riveting: cir. seams *Double*long. seams *all triple* Diameter of rivet holes in long. seams *39* Pitch of rivets *135* Lap of plates or width of butt straps *550*Per centages of strength of longitudinal joint rivets *88* Working pressure of shell by rules *15.6* Size of manhole in shell *350x450*Size of compensating ring *1.00* No. and Description of Furnaces in each boiler *3 corrugated* Material *Steel* Outside diameter *1.215*Length of plain part *top 2.550* Thickness of plates *bottom 16.7* Description of longitudinal joint *welded* No. of strengthening rings *on*Working pressure of furnace by the rules *15.0* Combustion chamber plates: Material *Steel* Thickness: Sides *17* Back *17* Top *17* Bottom *25*Pitch of stays to ditto: Sides *205* Back *200* Top *205* If stays are fitted with nuts or riveted heads *all nuts* Working pressure by rules *15.00*Material of stays *Steel* Diameter at smallest part *42* Area supported by each stay *0.480* Working pressure by rules *15.0* End plates in steam space:Material *Steel* Thickness *33.5* Pitch of stays *420* How are stays secured *Double nuts* Working pressure by rules *15.0* Material of stays *Steel*Diameter at smallest part *85.5* Area supported by each stay *0.1840* Working pressure by rules *15.0* Material of Front plates at bottom *Steel*Thickness *25* Material of Lower back plate *Steel* Thickness *25* Greatest pitch of stays *1.70* Working pressure of plate by rules *15.0*Diameter of tubes *48* Pitch of tubes *95* Material of tube plates *Steel* Thickness: Front *25* Back *21* Mean pitch of stays *190*Pitch across wide water spaces *340* Working pressures by rules *15.0* Girders to Chamber tops: Material *Steel* Depth andthickness of girder at centre *275.20* Length as per rule *930* Distance apart *165* Number and pitch of stays in each *3-205*Working pressure by rules *15.0* Superheater or Steam chest; how connected to boiler *Yes.* Can the superheater be shut off and the boiler workedseparately *Yes.* Diameter *Yes.* Length *Yes.* Thickness of shell plates *Yes.* Material *Yes.* Description of longitudinal joint *Yes.* Diam. of rivetholes *Yes.* Pitch of rivets *Yes.* Working pressure of shell by rules *Yes.* Diameter of flue *Yes.* Material of flue plates *Yes.* Thickness *Yes.*If stiffened with rings *Yes.* Distance between rings *Yes.* Working pressure by rules *Yes.* End plates: Thickness *Yes.* How stayed *Yes.*Working pressure of end plates *Yes.* Area of safety valves to superheater *Yes.* Are they fitted with easing gear *Yes.*

W1048-0055

Lloyd's Register
Foundation

GENERAL

Is
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^{AUX.}
IS ~~A~~ DONKEY BOILER FITTED?

SPARE GEAR. State the articles supplied:—

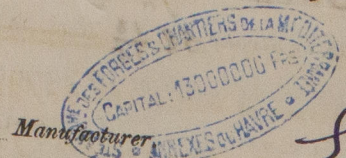
- Yes -

If so, is a report now forwarded?

- Yes -

1 set of piston rings for 3 cylinders with a spring. 1 air pump rod. Circulating
turbine. piston rod. packing piston. brasses of connecting rod top & bottom. 2 eccentric bars. 1 set of
shaft bolts & nuts. 2 main-bearing bolts. 2 connecting rods top & bottom ends bolts &
1 pair of brasses for top & bottom connecting rods. 1 set of air pump valves & buckets. 1 set
belly & feet pumps valves. 1 set of check valves boiler. 89 condenser tubes & brasses ferrules.
tubes. 12 steam tubes. 12 glen tubes. 1 gun. 1 set of spring for valves. Large quantity of bolts & nuts. Valves
for auxiliary engines.

The foregoing is a correct description,



Secrétaire Général
J. L. LAMBERT

Dates of Survey while building
During progress of work in shops - 1913 Nov. 24. Dec. 10-12-19. 1914 Jan 13. 27. Feb. 2. 4. 16. 19. 23. 26 March 2. 7. 17. 26 Apr. 8. 23
During erection on board vessel - Jan 17. July 4. 8. Aug 4. 11-12. 18. 19. Sep 7. 11. 25. 30 Oct 3. 9. 23 Nov. 3. 6. 10. 25 Dec. 9. 1915 Jan. 4. 23. f
Total No. of visits (60)

Is the approved plan of main boiler forwarded herewith - Yes

Dates of Examination of principal parts—Cylinders August 14 Slides August 14 Covers August 14 Pistons August 14
Connecting rods May 15 Crank shaft May 15 Thrust shaft May 15 Tunnel shafts May 15 Screw shaft Feb. 1915 Propeller August 14
Stern tube Feb. 1915 Steam pipes tested May 1915 Engine and boiler seatings April 1915 Engines holding down bolts April 1915
Completion of pumping arrangements July 1915 Boilers fixed June 1915 Engines tried under steam
Main boiler safety valves adjusted 12 August 1915 Thickness of adjusting washers Port B. 25.4. Cent. B. 24.5 St. B. 22.2
Material of Crank shaft Steel Identification Mark on Do. A.G. 438 Material of Thrust shaft Steel Identification Mark on Do. A.G. 440
Material of Tunnel shafts Steel Identification Marks on Do. A.G. 440 Material of Screw shafts Steel Identification Marks on Do. A.G. 440
Material of Steam Pipes Steel and Copper No. Test pressure 285.00
Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F.
Have the requirements of Section 49 of the Rules been complied with Yes
Is this machinery duplicate of a previous case No. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery of this vessel has been
Specially surveyed during the construction; the cylinders, covers, casing valves, indep. cond.
shafting, piping and organs principals of the engine, were tested as per Rules. The material
employed was in good and malleable quality, the workmanship was satisfactory.
The materials used which is in Siemens-Martin Steel, were tested at the works, and the material
shipped controlled certificate in hand. (Certificate attached here.)
The (3) three main-boilers have been tested at the works to 24.00 and retested
on board to 14.00 when all mounting was fitted, with satisfactory results.
When the fitting on board was finished, an experiment was made in the Port
and in same time the safety-valves adjusted under steam to 14.00 & the thickness of washers
trials engine were effected on the basis of Belleville to full speed during four hours
and the results of working of engine, boiler & forced draft were satisfactory.
The Machinery of this vessel being in good and safe working condition;
In my opinion she is merit for to be Classed, with the notation - **LMC.8-1** inserted in the Register Book. In which she is
this vessel is eligible for the organs of

The amount of Entry Fee ... £ 75.75
Special ... £ 1243.65
Donkey Boiler Fee ... £ -
Expenses (if any) £ 60.00
When applied for, 26 Aug 1915
When received, 27 9/15

Committee's Minute TUE. SEP. 7. 1915
Assigned + L.M. 6. 8. 15

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

WED. 29 DEC. 1915
TUE. FEB. 22. 1916
TUE. MAR. 7. 1916
FRI. NOV. 3. 1916

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