

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

OCT 1925

Date of writing Report 5<sup>th</sup> October 1925 When handed in at Local Office

10 Port of Boulogne

No. in Survey held at Boulogne  
Reg. Book.Date, First Survey 5<sup>th</sup> of November 1924 Last Survey 20<sup>th</sup> of June 1925

08279 on the steam trawler LA CIGOGNE

(Number of Visits 10)

Tons } Gross 139  
Net 84 (net)  
When built 1924

Built at Arnhem By whom built Arnhem the Steamshipbuilding Yard No.

Engines made at d<sup>o</sup> By whom made d<sup>o</sup> Engine No. when made d<sup>o</sup>Boilers made at d<sup>o</sup> By whom made d<sup>o</sup> Boiler No. when made d<sup>o</sup>

Registered Horse Power Owners M. Friess Port belonging to Boulogne

Nom. Horse Power as per Rule 45 NHP Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

## ENGINES, &amp;c.—Description of Engines Triple expansion

Dia. of Cylinders 10" x 16" x 26" Length of Stroke 18" Revs. per minute 150 No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 140 mm Dia. of Crank pin 140 mm Crank webs Mid. length breadth 180 mm shrunk Thickness parallel to axis 46 mm  
as fitted 140 mm Mid. length thickness 180 mm Thickness around eye-hole (1 piece)

Diameter of Thrust shaft under collars as per rule 140 mm Diameter of Tunnel shaft as per rule 140 mm Diameter of Screw shaft as per rule 146 mm Is the Screw shaft as fitted 146 mm

fitted with a continuous liner the whole length of the stern tube Continuous liner 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 the joints are made tight with red copper 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

If two liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated No (Lignum vitae solidified oil may be pumped in tube) Length of Stern Bush 690 mm Diameter of Propeller 2000 mm

Pitch of Propeller 2 m 180 No. of Blades 4 State whether Moveable solid Total Surface 0 m<sup>2</sup> 1088 square feet

No. of Feed Pumps fitted to the Main Engines 1 Diameter of ditto 50 mm Stroke 200 mm Can one be overhauled while the other is at work

No. of Bilge Pumps fitted to the Main Engines 1 Diameter of ditto 50 mm Stroke 200 mm Can one be overhauled while the other is at work

Total number and size of power driven Feed and Bilge Auxiliary Pumps General service pumps 3 x 4 1/2 x 4 1/2 10 x 115 x 102 mm

No. and size of Pumps connected to the Main Bilge Line two 76 x 115 x 102 mm

No. and size of Ballast Pumps one, 76 x 115 x 102 mm No. and size of Lubricating Oil Pumps, including Spare Pump

Are two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room two; 2 1/2 x 4 1/2 x 4 1/2 50 mm and in Holds, &amp;c. Fish hold, 3 1/2 x 4 1/2 x 4 1/2 50 mm, fore 50 mm

No. and size of Main Water Circulating Pump Bilge Suctions bilge suction pipe 70 mm No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges (3) 1 1/2 x 70 mm; 2, 50 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 connections with the sea direct on the skin of the ship yes 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 Steam pipe for winch How are they protected iron casing under the deck

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 no tunnel Is it fitted with a watertight door worked from

MAIN BOILERS, &amp;c.—(Letter for record) Total Heating Surface of Boilers 892 sq. ft.

Is Forced Draft fitted non No. and Description of Boilers one multitubular Working Pressure 180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED? none 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)

General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—two top end two bottom end bolts—two main

bearing bolts—six coupling bolts—two feed valves and two seats—

two bilge pump valves and two seats—One piston ring for HP, MP &amp; LP—

one pair of crank pin brasses—one pair of crosshead brasses—15 condenser

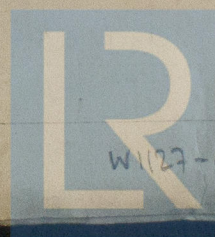
tubes—40 ferrules—six boiler tubes—one safety valve spring—one propeller—

one set of fire bars—brass gauge glasses—one steam gauge—

ben zinc plates—

The foregoing is a correct description

Manufacturer.



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W1127-0125

Lloyd's Register  
Foundation



WEB-FRAME  
No  
WEB-FRAME  
machinery &  
WEB-FRAME  
No  
Size  
BRACKET  
Web Fra

BU

Total No. of  
In Ship  
SCANTLING

"  
"  
"  
"

Are the Slu

ST

FLAT PLATE  
(If Bar Keel)  
GARBOARD

State actual  
thickness  
way of Donkey  
Bottom.

Sheerstrake

THICKNESS  
CLEAR OF  
DO. OF  
DECK OF  
"  
Length  
POOP SIDE  
SHORT END  
FORECASTLE

Upper  
Stringer  
Second  
Stringer

FRAMING  
REVERSED

LOWER  
Bowsprit  
Topmasts  
Rigging  
Sails

During progress of work in shops --  
Dates of Survey while building classification  
November 1924; 7, 10 & 13 - June 1925. On 4<sup>th</sup> 2, 3, 6, 8, 13 & 15  
During erection on board vessel ---  
classification  
Total No. of visits 10.

Dates of Examination of principal parts - Cylinders 1. 6. 25 Slides 1. 6. 25  
Covers 1. 6. 25 Pistons 1. 6. 25 Rods 1. 6. 25  
Connecting rods 1. 6. 25 Crank shaft 2. 6. 25 Thrust shaft 2. 6. 25  
Tunnel shafts 2. 6. 25 Screw shaft 2. 6. 25 Propeller 2. 6. 25  
Stern tube 2. 6. 25 Engine and boiler seatings 6. 6. 25 Engines holding down bolts 6. 6. 25  
Completion of pumping arrangements 3. 6. 25 Boilers fixed ✓ Engines tried under steam 14. 6. 25  
Completion of fitting sea connections 2. 6. 25 Stern tube 2. 6. 25 Screw shaft and propeller 2. 6. 25  
Main boiler safety valves adjusted 14. 6. 25 Thickness of adjusting washers Starboard = 19<sup>mm</sup>, Port 18<sup>mm</sup>. 5.  
Material of Crank shaft Steel Identification Mark on Do. ✓  
Material of Thrust shaft d° Identification Mark on Do. ✓  
Material of Tunnel shafts d° Identification Marks on Do. ✓  
Material of Screw shafts d° Identification Marks on Do. ✓  
Material of Steam Pipes Copper Test pressure 25 kg./sq. cm. Date of Test 6. 6. 25 (shop)  
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 ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. Workmanship Good.)  
This main engine with propeller & shafting has been specially examined. The shafting found in accordance with approved plan. The engine tried under steam, found in good working condition, are eligible in my opinion upon classification to have the notation of L.M.C. 6. 25 (without the distinguishing mark).

The following approved plans are attached hereto.

Certificate to be sent to  
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 2.00.0 : When applied for,  
Special See report : 19  
Donkey Boiler Fee the ... : When received,  
Travelling Expenses (if any) £ : 19

Committee's Minute FRI. 23 OCT 1925  
Assigned

Signature  
Engineer Surveyor to Lloyd's Register of Shipping.

Rpt. 5a.  
Date of writing R  
No. in Surve  
Reg. Book.  
8279 on  
Master  
Engines made o  
Boilers made a  
Nominal Horse  
MULTITU  
Manufacturers  
Total Heating  
No. and Desc  
Tested by hyd  
Area of Fireg  
Area of each  
In case of don  
Smallest dista  
Smallest dista  
Largest inter  
Thickness  
long, seams  
Percentage of  
Percentage of  
Thickness of  
Material  
Length of pla  
Dimensions of  
End plates in  
How are stay  
Tube plates  
Mean pitch of  
Girders to c  
at centre  
in each  
Tensile stren  
Pitch of stay  
Working pro  
Thickness  
Pitch of stay  
Working Pr  
Diameter { At  
Working pre  
Diameter { At