

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 8 OCT 1925

Date of writing Report 5th October 1925 When handed in at Local Office 10 Port of Boulogne
 No. in Survey held at Boulogne Date, First Survey 5th of November 1924 Last Survey 20th of June 1925
 Reg. Book. 08279 on the steam trawler LA CIGOGNE (Number of Visits 10)
 Built at Arnhem By whom built Arnhemse Stoomschepbouw Yard No. Tons } Gross 139
 Engines made at d^o By whom made d^o Engine No. when made d^o Net 84 (net)
 Boilers made at d^o By whom made d^o Boiler No. when made d^o When built 1924
 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, &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 Dia. of Crank pin 1.40" Crank webs Mid. length breadth 1.80" Thickness parallel to axis yes
as fitted 1.40" Mid. length thickness 1.80" shrunk Thickness around eye-hole (1 piece)
 Diameter of Thrust shaft under collars as per rule Diameter of Tunnel shaft as per rule Diameter of Screw shaft as per rule Is the Screw shaft
as fitted 1.40" as fitted 1.40" as fitted 1.46" as fitted 1.46"
 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 (Synum retax solidified oil may be pumped in tube) Length of Stern Bush 690" Diameter of Propeller 2000"
 Pitch of Propeller 2^m 180 No. of Blades 4 State whether Moveable Solid Total Surface 0^m 2 40 88 square feet.
 No. of Feed Pumps fitted to the Main Engines 1 Diameter of ditto 50" Stroke 200" Can one be overhauled while the other is at work yes
 No. of Bilge Pumps fitted to the Main Engines 1 Diameter of ditto 50" Stroke 200" Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps General service pumps 3 x 4 1/2 + 4
 No. and size of Pumps connected to the Main Bilge Line two 76 x 115 x 102"
 No. and size of Ballast Pumps one, 76 x 115 x 102" No. and size of Lubricating Oil Pumps, including Spare Pump yes
 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" & 5 1/2" and in Holds, &c. Fish hold, 3 1/2", fore 3 1/2"

No. and size of Main Water Circulating Pump Bilge Suctions bilge suction pipe 70" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges (3) 1.70", 2, 50" 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 yes worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 892 sq. ft.
 Is Forced Draft fitted no 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? no

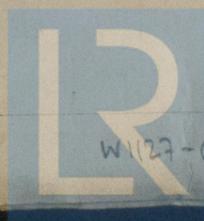
PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
(If not state date of approval)

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 fusible ring for HP, MP & 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, two gauge glasses, one steam gauge, one zinc plate.

The foregoing is a correct description

Manufacturer.



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Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

During progress of work in shops - - }
 Dates of Survey while building classification }
 November 1924; 7, 10 & 13 - June 1925, the 4th, 2, 3, 6, 8, 13 & 15
 During erection on board vessel - - - }
 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^{1/2}/₁₀₀, Port 18^{1/2}/₁₀₀.
 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 amount of Entry Fee ... £ 200.00 : When applied for,
 Special See report on : 19
 Donkey Boiler Fee the... shall : When received,
 Travelling Expenses (if any) £ : 19

Slack
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 OCT 1925

Assigned

