

REPORT ON OIL ENGINE MACHINERY.

No 626

Received at London Office

5 NOV 1927

Date of writing Report

10

When handed in at Local Office

3 Nov

10 27 Port of

ROUEN.

No. in Survey held at
Reg. Book.

Rouen.

Date, First Survey Jan. 30th 1926 Last Survey 29 Oct. 1927

Number of Visits 97

25/38. on the

Single
Twin
Triple
Quadruple

Screw

MOTOR VESSEL "ITAPAGÉ"

Tons { Gross 4998
Net 3012

Built at Rouen

By whom built Chantier de Normandie. Yard No. P5 When built 1927.

Engines made at St. Nazaire

By whom made Ch et Ate de St Naz. (Penhoët) Engine No. P5 When made 1927.

Donkey Boilers made at St. Nazaire

By whom made Ch et Ate de St Naz. (Penhoët) Boiler No. 205/6 When made 1927.

Brake Horse Power 3550

Owners Companhia Nacional Navegacao Costeira Port belonging to Rio de Janeiro.

Horse Power as per Rule 714

Is Refrigerating Machinery fitted for cargo purposes Yes

Is Electric Light fitted Yes

For which vessel is intended

Ocean going.

Type of Engines Diesel Burmeister & Wain Type 2 or 4 stroke cycle 4 Single or double acting Single

pressure in cylinders 85 kg/cm² Diameter of cylinders 630 mm Length of stroke 1100 mm No. of cylinders 12 No. of cranks 6 x 2

Bearings, adjacent to the Crank, measured from inner edge to inner edge 892 mm Is there a bearing between each crank Yes

Revolutions per minute 140 Flywheel dia. 2620 mm Weight 8300 kg Means of ignition Compression Kind of fuel used Diesel

Shaft, dia. of journals as per Rule 388.6 mm as fitted 390 mm Crank pin dia. 390 mm Crank Webs Mid. length breadth 256.4 mm Mid. length thickness 264 mm Thickness parallel to axis 266 mm Thickness around eye hole 172 mm

Shaft, diameter as per Rule 388.6 mm as fitted 390 mm Intermediate Shafts, diameter as per Rule 256.4 mm as fitted 264 mm Thrust Shaft, diameter at collars as per Rule 269 mm as fitted 292 mm

Screw Shaft, diameter as per Rule 291.4 mm as fitted 300 mm Is the screw shaft fitted with a continuous liner No

Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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

Are the liners fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

tube shaft Yes Cedarwell Length of Bearing in Stern Bush next to and supporting propeller 1200 mm

dia. 3" 5/8 Pitch 3" 3/8 No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 4.116 sq. feet

Reversing Engines Reversing Gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched Hydraulic Means of lubrication

Thickness of cylinder liners 46 to 36 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

lagging material both. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Water Pumps, No. 2 @ 200 tons per hr. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Pumps worked from the Main Engines, No. 1 and 2 Diameter 160 mm Stroke 196 mm Can one be overhauled while the other is at work Yes

Connected to the Main Bilge Line No. and Size Two 8" x 9" x 9" and 9" x 6 1/2" x 10" How driven Steam

Pumps, No. and size one 8" x 9" x 9" Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 70 tons per hour.

Independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

and size:—In Machinery Spaces 4 @ 82 mm Bilge direct 174 mm Tunnel well 60 mm.

One Peak 60 mm No. 1 Hold 2 @ 70 mm No. 2 Hold 2 @ 70 mm No. 3 Hold 2 @ 70 mm No. 4 Hold 2 @ 70 mm No. 5 Hold 2 @ 70 mm

at Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 174 mm. 686 after Peak 60 mm.

Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces

by accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both

Sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line above

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

Pass through the bunkers None How are they protected

Pass through the deep tanks Have they been tested as per Rule

Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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

to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from E.R. Grating

Vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Compressors, No. 2 one each Sing No. of stages 3 Diameters 120. 540. 600 Stroke 410 Driven by Crank on each of

Air Compressors, No. Two No. of stages 3 Diameters 126. 240. 300 Stroke 150 Driven by Main Crank Shaft

Auxiliary Air Compressors, No. None No. of stages Diameters Stroke Driven by Steam

Air Pumps, No. Diameter Stroke Driven by

Engines crank shafts, diameter as per Rule as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

Internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Manhole

Main arrangement fitted at the lowest part of each receiver Yes

Pure Air Receivers, No. { 2 inspection { 2 reserve Cubic capacity of each { 200 litres { 400 litres Internal diameter { 400 mm { 450 mm thickness 16 mm

Welded or riveted longitudinal joint Solid brass Material Steel Range of tensile strength 44/50 x 2 1/2 Working pressure by Rules 77.4 kg/cm² 68.8 kg/cm²Pure Air Receivers, No. Two Total cubic capacity 32 m³ Internal diameter 2052 mm thickness of shell 26 mm Working pressure by Rules 25 kg/cm²

Welded or riveted longitudinal joint D.B.S. T.R. Material Steel Range of tensile strength 44/50 x 20 Working pressure by Rules

IS A DONKEY BOILER FITTED?

Yes. Two.

If so, is a report now forwarded?

Yes.

PLANS. Are approved plans forwarded herewith for Shafting

9.12.24.

Receivers.

19.10.25

Separate Tanks

4.11.25.

Donkey Boilers.

12.1.25

General Pumping Arrangements

in Machinery Space

& Oil Fuel Burning Arrangements.

16.11.25 & 6.7.26

SPARE GEAR 2 1/2 of main bearings and 2 bolts, 2 prs bottom end bearings & 2 bolts, 2 prs of

top end bearings & 2 bolts, 1 set of crank shaft coupling bolts, 1 set of tunnel shaft coupling

2 spare C1 propellers, 2 cylinder cover complete, 1 piston complete with rings, 1 piston complete

machined, 36 piston rings, 3 sets of metallic packing for piston rods, 9 fuel valves

complete & lower parts for same, 2 starting air valves complete, 9 seat valves & 9 piston engine.

for fuel valves, 2 sets of springs starting air valves, 2 injection air valves complete

2 springs, 12 exhaust valves complete, 12 valves & seats & 3 springs for same, 2 auxiliary steam driven compressor.

values complete & 2 springs; 18 pistons for fuel pump & 6 seats, valves, & springs

& delivery. For air compressor 1 pr main bearing, 1 pr top end bearing & 1 pr of bottom

bearings & 4 bolts, 1 set of piston rings. 1 set of all suction & delivery valves.

continued on attached sheet.

The foregoing is a correct description.

Manufacturer.

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

Dates of Examination of principal parts - Cylinders 24/9/26 Covers 25/10/26 Pistons 11/5/26 Rods 16/4/26 Connecting rods 11/5/26

Crank shaft 29/3/26 Flywheel shaft and Thrust shaft 12/10/26 Intermediate shafts 27/6/27 Tube shaft 11/5/26

Screw shafts 28/6/26 Propellers 2/2/27 Stern tube 19/11/26 Engine seatings 5/4/27 Engines holding down bolts 5/4/27

Completion of fitting sea connections 1/2/27 Completion of pumping arrangements 27/6/27 Engines tried under working conditions

Crank shaft, Material Ingot Steel Identification Mark 2510 & 2377 Flywheel shaft, Material Ingot Steel Identification Mark 309, 309, 311, 311, 311, 311

Thrust shaft, Material Ingot Steel Identification Mark 312 & 313 Intermediate shafts, Material Ingot Steel Identification Mark 307

Tube shaft, Material Ingot Steel Identification Mark 307 & 307

Is the flash point of the oil to be used over 150° F. 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 oil Engine Machinery, as per Grand

Report N°1506, (forwarded herewith), has been fitted on board this vessel and the

general machinery installation constructed and fitted in a satisfactory manner

and to the Rule requirements and approved plans. The machinery on completion

has been tested and manoeuvred under working conditions and found

satisfactory. The machinery of this vessel is eligible in our opinion to

be classed and to have the notation of "Oil Engines" and records of LMC 10

and TS 06 entered in the Register Book.

The amount of Entry Fee ... £70 7/44

Special ... £2 7/20

Donkey Boiler Fee ... £851

Travelling Expenses (if any) ... £988

Committee's Minute ... £110

Assigned ...

L. Pickett & R.B. Guier.

Engineer Surveyor to Lloyd's Register of Shipping

4B.

of ROUVEN.

Continuation of Report No.

dated

on the

MOTOR VESSEL "ITAPAGÉ."

SPARE GEAR CONTINUED.

1 H.P. coil complete, 3 safety valve springs for each of the stages.

1 set of studs & nuts for cylinder cover mountings.

1 Piston rod.

1 auxiliary steam driven compressor, 1 pair of main bearing brasses,

& 2 bolts & nuts for same, 1 set of crank pin brasses

& 2 bolts & nuts for same, 1 set of crosshead brasses,

1 Piston with rings complete 24 Piston rings.

Compressor side:- 2 Bolts & nuts for main bearings

1 crank pin bearing with 2 bolts & nuts, 1 set of

piston rings for each stage. 1 set of suction & delivery

valves with springs for each stage.

cooling water pumps. 1 spare shaft.

lubricating pumps. 1 spare shaft.

auxiliary pumps on board vessel. For each pump there are

the following, 1 set of valve seats, 2 suction and

2 discharge valves,

a quantity of assorted nuts & bolts,

1 length of pipe for each size fuel delivery &

injection air pipes to the main cylinders & air

delivery from main and auxiliary compressors to

receivers with unions & flanges suitable for each

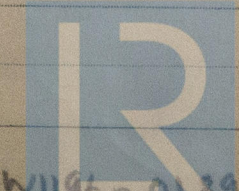
length.

R.B. Guier.

Certificate (if required) to be sent to Rouven Office.

(The Surveyor is requested to write on or below the space for Committee's Minute.)

CERTIFICATE WRITTEN



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