

MERCANTILE MARINE ENGINEERING & GRAVING DOCKS C°

SOCIETE ANONYME

GENERAL SHIPREPAIRERS

TELEGRAMS : SHAFTING - ANTWERP
 CHEQUES POSTAUX COMPTE N° 161076
 REGISTRE DU COMMERCE D'ANVERS N° 2152

TELEPHONES : 319.40 (4 LINES)

RS/JL

ANTWERP, 27th of April 1936
 BASSIN CANAL W.

LLOYDS REGISTER OF SHIPPING
 I quai de Rouen
ANVERS.

Dear Sirs,

S/S " LEOPOLDVILLE "

The S/S " LEOPOLDVILLE " owned by the
 Compagnie Maritime Belge of Antwerp has to undergo the fol-
 lowing transformations:

- 1) Reconstruction of the bow adopting the Maier form.
- 2) Placement of two Bauer Wach exhaust turbines including the building of a recess at the afterend of the engine room; displacement of two pillars and the removal of the side bunkers in the stokehold.
- 3) Transforming the vessel from saturated into superheated steam.
- 4) Lengthening the bridge deck at the forward end.
- 5) Renewing the main outer funnel and removing definitely the forward sham funnel.

As the Owners ask us a lumpsum for these works, we beg you to let us know to what would amount approximately your fees and costs for the survey at our yards of all the mentioned works.

We have further pleasure to remit you for approval the following plans in triplicate:

GENERAL.

1. Plan N° 1884 Schematic plan showing the new complete arrangement.

Prolongation of ship at forward end.

2. Plan N° 190I

Stem.

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- 3. Plan N° 1894 Panting arrangement. ✓
- 4. Plan N° 1904 Shell plating. ✓
- 5. Plan N° 1895 Collision bulkhead and Chain Locker.
- 6. Plan N° 1896 Forecastle deck (deck C.) ✓
- 7. Plan N° 1897 Upper deck (deck O.) ✓
- 8. Plan N° 1899 Lower tweendeck (deck F.) ✓

Prolongation of Bridge deck (Deck C.)

- 9. Plan N° 1886 Modification on deck C. in way of Bridge Front
- 10. Plan N° 1887 Modification of deck houses. ✓

Engine room.

- 11. Plan N° 1888 Recess in W.T. Bulkhead N° 121. ✓
- 12. Plan N° 1890 Alteration on W.T. Bulkhead N° 121 ✓
- 13. Plan N° 1889 Alteration on deck "F" (Engine room). ✓

Plan N° 1884 shows the calculation of the new equipment number and as same is only 200 points above the limit, we ask to keep the existing anchors and cables.

With the addition of the two Bauer Wach turbines it is esteemed to obtain the following figures, when the steam inlet at the H.P. cylinder is 81%, and the circulating water at the temperature of 30 C° (A) in tropical waters and 15° C (B) in other seas.

	A.	B.
Total maximum power	2 x 4600 H.P.	2 x 5100 H.P.
to be divided as follows:	-----	-----
1) main alternating engines	2 x 3320 H.P.	2 x 3400 H.P.
2) Turbines	2 x 1280 H.P.	2 x 1700 H.P.
Number of revolutions	-----	-----
per minute	104	108.
Steam pressure at main engine	14,5 Atm.	14,5 Atm.
Steam pressure at engine stop valves.	280°C	280°C

*Two
to Rudder
Wach in on
indicated*

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Steam consumption of main

engine	2 x 18.300 Kg /H.	2 x 19.100 Kg/H.
Pressure at turbines	0,61 Atm.	0,64 Atm.
Vaccum at Condenser	92 %	96 %

We suppose that as usual with the addition of exhaust turbines the existing shafting can be maintained.

We will send you in a few days the plan of the forward part of the double bottom tanks, the modification of the bunker hatch trunk and the supplementary strengthening under deck D. in way of the extension of the bridge deck and plan n° 1.898 upper tweendeck.

We beg you however to examine in the meantime the remitted plans in order to give us a quick reply.

Awaiting your early news, we remain, Dear Sirs,

Yours faithfully,
Mercantile Marine Engineering & Graving Docks C^e S.A.

R. Schenck



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Foundation