

REPORT ON MACHINERY.

No. 2714

Port of

Havre

Received at London Office

JUN. 20 APR 1909

No. in Survey held at

Havre

Date, first Survey 22 April 1908 Last Survey 17 April 1909

Reg. Book.

(Number of Visits 49)

44. on the *Saw-Steamer Shelter-Deck.**"Engine Grosos."*Tons { Gross 4835.97
Net 3012.11Master *A. Roullier.*Built at *Dunkirk*By whom built *Ateliers & Ch. de France.*

When built 1909.

Engines made at

Havre

By whom made

Caillard & Co

when made

1909

Boilers made at

Havre

By whom made

Caillard & Co

when made

1909

Indicated
Registered

Horse Power 1260

Owners

Comp. Havrais Peninsulaire

Port belonging to

Havre

Nom. Horse Power as per Section 28

325

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

ENGINES, &c.—Description of Engines

Natural triple expansion

No. of Cylinders

three

No. of Cranks

*three*Dia. of Cylinders *24 1/2, 40, & 66*Length of Stroke *45*Revs. per minute *68*

Dia. of Screw shaft

as per rule 14 1/2

Material of

*Steel*Is the screw shaft fitted with a continuous liner the whole length of the stern tube *whole length*

Is the after end of the liner made water tight

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 partbetween the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive *yes* If twoliners are fitted, is the shaft lapped or protected between the liners *yes* Length of stern bush *7 feet 3 inches*Dia. of Tunnel shaft *as per rule 12 3/8* Dia. of Crank shaft journals *as per rule 12 6/16* Dia. of Crank pin *12 5/16* Size of Crank webs *8 1/16 x 18 1/2* Dia. of thrust shaft underpillars *13 1/4* Dia. of screw *17 feet* Pitch of Screw *16 feet 6 inches* No. of Blades *4* State whether moveable *yes* Total surface *88 square feet*No. of Feed pumps *two* Diameter of ditto *3 1/4* Stroke *25 1/2* Can one be overhauled while the other is at work *yes*No. of Bilge pumps *two* Diameter of ditto *4* Stroke *25 1/2* Can one be overhauled while the other is at work *yes*No. of Donkey Engines *three* Sizes of Pumps *6, 7 1/2, & 8 1/2* No. and size of Suctions connected to both Bilge and Donkey pumpsEngine Room *three of 3 1/2 Diameter* In Holds, &c. *by Collectors, four of 4 & 3 1/2 for head*

and four of 4 & 3 1/2 aft. inside tunnel on of 3 1/2 Diameter.

No. of Bilge Injections *one* sizes *6 1/2* Connected to condenser, or to circulating pump *yes* Is a separate Donkey Suction fitted in Engine room & size *yes*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 accessibleAre all connections with the sea direct on the skin of the ship *on ship direct* 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*How are they protected *How are they protected*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 *See April 09 of Stern Tube April 1909* Screw shaft and Propeller *See in place April 1909*the Screw Shaft Tunnel watertight *yes* Is it fitted with a watertight door *yes* worked from *top platform engine room*MILLERS, &c.—(Letter for record *S*) Manufacturers of Steel *Rheinisch Stahlwerk Duisburg Eisen John Spencer & Sons*Total Heating Surface of Boilers *3990* Is Forced Draft fitted *yes* No. and Description of Boilers *Three single 6 plain furnaces*Working Pressure *185 lb* Tested by hydraulic pressure to *269 lb* Date of test *21-12-08* No. of Certificates *72, 73, 74*Can each boiler be worked separately *yes* Area of fire grate in each boiler *34 square feet* No. and Description of Safety Valves toeach boiler *two with Spring* Area of each valve *5.94* Pressure to which they are adjusted *185 lb* Are they fitted with easing gear *yes*Smallest distance between boilers or uptakes and bunkers *3 feet* Mean dia. of boilers *11.6 1/4* Length *11.8 3/8* Material of shell plates *Steel*Thickness *1 3/16* Range of tensile strength *27 to 31 ton* Are the shell plates welded or flanged *flanged* Descrip. of riveting: cir. seams *all double*g. seams *all double* Diameter of rivet holes in long. seams *1 1/32* Pitch of rivets *5 3/8* Width of butt straps *17 1/8*Percentages of strength of longitudinal joint *74* Working pressure of shell by rules *195* Size of manhole in shell *11 3/8 x 15 3/16*No. of compensating ring *29 1/2 x 1 1/16* No. and Description of Furnaces in each boiler *Two Adams Eng* Material *Steel* Outside diameter *40 3/4*Length of plain part *top 98 3/8 bottom 98 3/8* Thickness of plates *top 39/64 bottom 39/64* Description of longitudinal joint *Welded* No. of strengthening rings *three*Working pressure of furnace by the rules *195* Combustion chamber plates: Material *Steel* Thickness: Sides *2 1/32* Back *2 1/32* Top *2 1/32* Bottom *1 1/16*Pitch of stays to ditto: Sides *9* Back *8 1/2* Top *9* If stays are fitted with nuts or riveted heads *all nutted* Working pressure by rules *195*Material of stays *Steel* Diameter at smallest part *1 9/16* Area supported by each stay *22* Working pressure by rules *190* End plates in steam space:Material *Steel* Thickness *1 1/32* Pitch of stays *15 3/8* How are stays secured *Double nuts* Working pressure by rules *190* Material of stays *Steel*Diameter at smallest part *2 1/16* Area supported by each stay *140* Working pressure by rules *190* Material of Front plates at bottom *Steel*Thickness *2 7/32* Material of Lower back plate *Steel* Thickness *1 5/16* Greatest pitch of stays *25 1/2* Working pressure of plate by rules *190*Diameter of tubes *2 1/2* Pitch of tubes *3 3/16* Material of tube plates *Steel* Thickness: Front *1 1/32* Back *1 1/16* Mean pitch of stays *7 1/2*Pitch across wide water spaces *1 1/4* Working pressures by rules *190* Girders to Chamber tops: Material *Steel* Depth andthickness of girder at centre *8 5/8 x 23 1/2* Length as per rule *33* Distance apart *9* Number and pitch of stays in each *two 9*Working pressure by rules *190* Superheater or Steam chest; how connected to boiler *Can the superheater be shut off and the boiler worked*separately *yes* Diameter *Length* Thickness of shell plates *Material* Description of longitudinal joint *Diam. of rivet*holes *Pitch of rivets* Working pressure of shell by rules *Diameter of flue* Material of flue plates *Thickness*If stiffened with rings *Distance between rings* Working pressure by rules *End plates: Thickness* How stayedWorking pressure of end plates *Area of safety valves to superheater* Are they fitted with easing gear

VERTICAL DONKEY BOILER—

Manufacturers of Steel

No.	Description			
Made at	By whom made	When made	Where fixed	
Working pressure	tested by hydraulic pressure to	Date of test	No. of Certificate	Fire grate area
Valves	No. of Safety Valves	Area of each	Pressure to which they are adjusted	Date of adjustment
If fitted with easing gear	If steam from main boilers can enter the donkey boiler	Dia. of donkey boiler	Length	
Material of shell plates	Thickness	Range of tensile strength	Descrip. of riveting long. seams	
Dia. of rivet holes	Whether punched or drilled	Pitch of rivets	Lap of plating	Per centage of strength of joint
Working pressure of shell by rules	Thickness of shell crown plates	Radius of do.	No. of stays to do.	Dia. of stays
Diameter of furnace Top	Bottom	Length of furnace	Thickness of furnace plates	Description of joint
Working pressure of furnace by rules	Thickness of furnace crown plates	Stayed by		
Diameter of uptake	Thickness of uptake plates	Thickness of water tubes	Dates of survey	

SPARE GEAR. State the articles supplied:— 1 Screw-shaft. 1 propeller. 1 Set of piston rings for 3 cylinders. 1 air & Circ. pump rod. 1 Set of safety-valves springs. 40 Condenser tubes & nuts. 2 main bearing bolts. 1 Set of coupling bolts & connecting-rod top end bolts & nuts. 2 connecting-rod bottom end bolts & nuts. 1 pair of connecting rod bearings top & bottom. 1 Set of feed & bilge pumps valves. 30 tubes boilers. 1 Set of valves for air & circulating pumps. A.C. of various bolts & nuts.

The foregoing is a correct description,

Manufacturer.

Caillaud & Co.



Dates of Survey while building: During progress of work in shops— 1908 June 6, 20, 26, 29, July 7, 15, 17, 18, 24, 30, Aug. 3, 7, 12, Sep. 2, 28, Oct. 6, 12, 17, 20, 24, 27, Nov. 9, 16, 23, December 4, 8, 14, 15, 21, 29, January 6, 9, 1909 January 30, February 2, 8, 15, 18, 27, March 2, 6, 16, 17, 23, 26, April 1, 5, 5, 13, 17, 49, 1909. Is the approved plan of main boiler forwarded herewith? Yes.

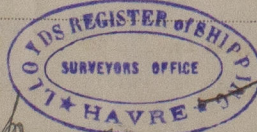
Dates of Examination of principal parts— Cylinders April 1909 Slides April 09 Covers April 09 Pistons April 09 Rods April 09 Connecting rods April 09 Crank shaft April 09 Thrust shaft April 09 Tunnel shafts April 09 Screw shaft Dec. 08 Propeller April 09 Stern tube Dec. 1908 Steam pipes tested March 1909 Engine and boiler seatings March 1909 Engines holding down bolts March 1909 Completion of pumping arrangements March 1909 Boilers fixed March 1909 Engines tried under steam 3rd April 1909 Main boiler safety valves adjusted 1st April 1909. Thickness of adjusting washers Post Boilers 1 1/8 - 1 3/8 Central 1 1/8 - 1 1/8 Port 1 1/8 - 1 1/8. Material of Crank shaft Steel Identification Mark on Do. A.C. 218 Material of Thrust shaft Steel Identification Mark on Do. A.C. 219 Material of Tunnel shafts Steel Identification Marks on Do. A.C. 220 Material of Screw shafts Steel Identification Marks on Do. A.C. 221 Material of Steam Pipes Copper Test pressure 360 lbs.

General Remarks (State quality of workmanship, opinions as to class, &c. The Engine & Boilers all organs of this Vessel have been surveyed specially during the building: the cylinders, casing valves, covers, condenser & piping, were tested as per Rules, the materials used, were of good and malleable quality. The workmanship was satisfactory. The three main-boilers were also built and Special Survey, in accordance with approved plan, dated 22-4-08, and Secretary Letter, dated 1st April 1908. The materials employed which is in Thomas-Martin Steel, were tested at the works of Manufacturers & the marks controller. Certificates in hand. The 3 main-boilers have been tested by hydraulic pressure to 269 lbs per sq. inch with satisfactory results.

When the engine & boilers were fitted, an experiment has been made on the road of Havre during 12 hours, and before the French Official Commission, during 4 hours the working of engine to 68 revolutions was satisfactory, with a speed of 11.4 knots.

The machinery of this Vessel being in good and safe working condition. In my opinion she is meet for to be classed and to have the notation **L.M.C.-4-09** inserted in the Register-Book.

The amount of Entry Fee. £ 75.00 : When applied for, 19th April 1909
Special . . . £ 906.25 :
Donkey Boiler Fee . . . £ . . . :
Traveling Expenses (if any) £ 25.00 : When received, 20th April 1909



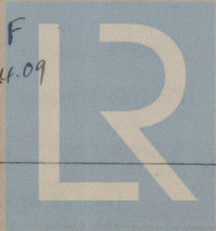
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute **FRI. 23 APR 1909**

Assigned

Home 4.09

MACHINERY CERTIFICATE F
WRITTEN. 22.4.09



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Lloyd's Register Foundation

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