

# REPORT ON MACHINERY.

Date of writing Report 16. 7. 19 When handed in at Local Office 17. 7. 19 Port of London  
 No. in Survey held at Faversham Date, First Survey Apr. 29<sup>th</sup> Last Survey June 26<sup>th</sup> 1919  
 Reg. Book. 23 Sup. on the M.S. "Violette" (Number of Visits 4)  
 Master James Colbeck Jones 2<sup>nd</sup> Built at Faversham By whom built James Colbeck Jones 2<sup>nd</sup> When built 1919  
 Engines made at Stockholm By whom made J. O. Bolinders & Co. 2<sup>nd</sup> when made 1919  
 Boilers made at — By whom made — when made —  
 Registered Horse Power 120 B.H.P. Owners F. Oppenheimer, Strangland & Green Port belonging to London  
 Nom. Horse Power as per Section 28 34 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no

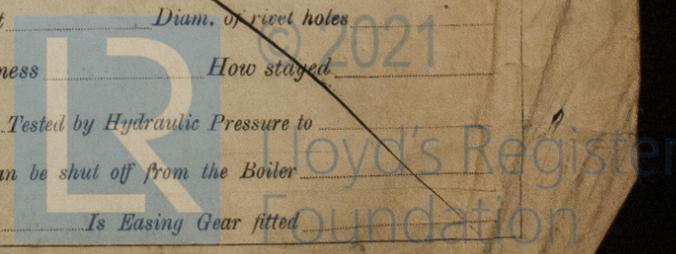
**ENGINES, &c.**—Description of Engines Bolinders Two Stroke No. of Cylinders 2 No. of Cranks 2  
 Dia. of Cylinders 14 61/64 Length of Stroke 16 9/16 Revs. per minute 230 Dia. of Screw shaft 5.6 Material of screw shaft steel  
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube no Is the after end of the liner made water tight in the propeller boss — If the liner is in more than one length are the joints burned — 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 — Length of stern bush 1-11 1/2  
 Dia. of Tunnel shaft 4.9 Dia. of Crank shaft journals 5.6 Dia. of Crank pin 6.1 Size of Crank webs 3.327 Dia. of thrust shaft under collars 5.3 1/2 Dia. of screw 59 Pitch of Screw 43 No. of Blades 3 State whether moceable no Total surface 9.3  
 No. of Feed pumps — Diameter of ditto — Stroke — Can one be overhauled while the other is at work —  
 No. of Bilge pumps 1 Diameter of ditto 5 Stroke 4 Can one be overhauled while the other is at work —  
 No. of Donkey Engines 1 (Wmck) Sizes of Pumps 3 1/2 x 3 1/4 No. and size of Suctions connected to both Bilge and Donkey pumps  
 In Engine Room 2 - 2" In Holds, &c. 2 - 2"

No. of Bilge Injections — sizes — Connected to condenser, or to circulating pump — Is a separate Donkey Suction fitted in Engine room & size Yes 2"  
 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 accessible —  
 Are all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Cocks  
 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 —  
 What pipes are carried through the bunkers — 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  
 Is the Screw Shaft Tunnel watertight — Is it fitted with a watertight door — worked from —

**BOILERS, &c.**—(Letter for record —) Manufacturers of Steel —  
 Total Heating Surface of Boilers — Is Forced Draft fitted — No. and Description of Boilers —  
 Working Pressure — Tested by hydraulic pressure to — Date of test — No. of Certificate —  
 Can each boiler be worked separately — Area of fire grate in each boiler — No. and Description of Safety Valves to each boiler —  
 Area of each valve — Pressure to which they are adjusted — Are they fitted with easing gear —  
 Smallest distance between boilers or uptakes and bunkers or woodwork — Mean dia. of boilers — Length — Material of shell plates —  
 Thickness — Range of tensile strength — Are the shell plates welded or flanged — Descrip. of riveting: cir. seams —  
 long. seams — Diameter of rivet holes in long. seams — Pitch of rivets — Lap of plates or width of butt straps —  
 Per centages of strength of longitudinal joint — Working pressure of shell by rules — Size of manhole in shell —  
 Size of compensating ring — No. and Description of Furnaces in each boiler — Material — Outside diameter —  
 Length of plain part — Thickness of plates — Description of longitudinal joint — No. of strengthening rings —  
 Working pressure of furnace by the rules — Combustion chamber plates: Material — Thickness: Sides — Back — Top — Bottom —  
 Pitch of stays to ditto: Sides — Back — Top — If stays are fitted with nuts or riveted heads — Working pressure by rules —  
 Material of stays — Area at smallest part — Area supported by each stay — Working pressure by rules — End plates in steam space: —  
 Material — Thickness — Pitch of stays — How are stays secured — Working pressure by rules — Material of stays —  
 Area at smallest part — Area supported by each stay — Working pressure by rules — Material of Front plates at bottom —  
 Thickness — Material of Lower back plate — Thickness — Greatest pitch of stays — Working pressure of plate by rules —  
 Diameter of tubes — Pitch of tubes — Material of tube plates — Thickness: Front — Back — Mean pitch of stays —  
 Pitch across wide water spaces — Working pressures by rules — Girders to Chamber tops: Material — Depth and thickness of girder at centre — Length as per rule — Distance apart — Number and pitch of stays in each —  
 Working pressure by rules — Steam dome: description of joint to shell — % of strength of joint —  
 Diameter — Thickness of shell plates — Material — Description of longitudinal joint — Diam. of rivet holes —  
 Pitch of rivets — Working pressure of shell by rules — Crown plates — Thickness — How stayed —

**SUPERHEATER.** Type — Date of Approval of Plan — Tested by Hydraulic Pressure to —  
 Date of Test — Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler —  
 Diameter of Safety Valve — Pressure to which each is adjusted — Is Easing Gear fitted —

W781 - 0049



IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied: Two connecting rod top end bolts, two bottom end bolts, two main bearing bolts, set of coupling bolts, set circulating & ledge pump valves, eight piston rings, cylinder head studs, two eccentric rod bolts, rocker arm pin with stop pin, etc & a quantity of assorted bolts & nuts, iron, etc.

The foregoing is a correct description,

For and on behalf of

JAMES BOLLOCK BONS & Co., Ltd.

Manufacturers

Dates of Survey while building: During progress of work in shops, During erection on board vessel, Total No. of visits

1919 Apr. 29, May 13, June 12, 26.

Is the approved plan of main boiler forwarded herewith

Is the approved plan of main boiler forwarded herewith

Dates of Examination of principal parts: Cylinders 29/4/19, Slides, Covers 29/4/19, Pistons 29/4/19, Rods, Connecting rods 29/4/19, Crank shaft 29/4/19, Thrust shaft 29/4/19, Tunnel shafts, Screw shaft, Propeller 12/6/19, Stern tube, Steam pipes tested, Engine and boiler seatings 13/5/19, Engines holding down bolts 22/6/19, Completion of pumping arrangements 26/6/19, Boilers fixed, Engines tried under steam 26/6/19, Completion of fitting sea connections 13/5/19, Stern tube 13/5/19, Screw shaft and propeller 12/6/19, Main boiler safety valves adjusted, Thickness of adjusting washers, Material of Crank shaft steel, Identification Mark on Do., Material of Thrust shaft steel, Identification Mark on Do., Material of Tunnel shafts steel, Identification Marks on Do., Material of Screw shafts steel, Identification Marks on Do., Material of Steam Pipes, Test pressure

Is an installation fitted for burning oil fuel? Oil Engines. Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of Section 49 of the Rules been complied with? Yes

Is this machinery duplicate of a previous case? M Type. If so, state name of vessel. M.S. "Inollette"

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel (M. 2's 13081/2) was not constructed under survey but has been opened up and carefully examined & so far as can be seen is satisfactory. It has been securely fitted on board & tried under working conditions.

The fuel tanks have been tested to 10 lbs hydraulic pressure & are fitted with drip trays, a minimum fire extinguisher is supplied in addition to sand boxes & the general fitting out is satisfactory & in accordance with the Rules.

This vessel is in my opinion eligible to have notation L.M.C. 6, 19 (in red) in the Register Book.

It was submitted that this vessel is eligible for THE RECORD, LMC 6.19. (Annual Survey)

Oil Engines 2SC SA 2 cy. 14 1/2 16 3/8 34 NHP. Bell

Uppsala Bolinders & Ltd. Stockholm.

The amount of Entry Fee ... £ 1:00, Special ... £ 8:00, Donkey Boiler Fee ... £, Travelling Expenses (if any) £ 5:8

When applied for, 12/7/19

When received, 20.8.19

H Gardner Smith

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 8-AUG. 1919

TUE. 19.AUG. 1919

Assigned LMC 6.19

CERTIFICATE WRITTEN



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