

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 AUG 1948

Date of writing Report 23rd JULY 1948 When handed in at Local Office 5.8.1948 Port of ANTWERP
 No. in Survey held at ANTWERP Date, First Survey 3rd MARCH Last Survey 12th JULY 1948
 Reg. Book 5217 on the S/S "JACQUES MARIE" (EX. HARAND) (Number of Visits 1)
 Built at HAMBURG By whom built SCHEPPSW (V.J. & SCH.) A.G. Yard No. — When built 1921
 Engines made at HANOVER By whom made HANOMAG Engine No. 2080 When made 1921
 Boilers made at HAMBURG By whom made SCHEPPSW (V.J. & SCH.) A.G. Boiler No. 671 & 2 When made 1921
 Registered Horse Power — Owners REEDERIJ ANTOINE VROEBERGH'S Port belonging to ANTWERP
 Nom. Horse Power as per Rule 174 141 MN = 218 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Trade for which vessel is intended 18" 16" x 29 7/8" x 47 1/4" - 33 7/16"

Engines, &c.—Description of Engines TRIPLE EXPANSION Revs. per minute —
 Dia. of Cylinders H.P. 47 5/8", I.P. 52 1/2", A.P. 10 1/2" Length of Stroke 850 7/8" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 240 1/2" Crank pin dia. 250 1/2" Mid. length breadth 500 7/8" Thickness parallel to axis 160 1/2"
 as fitted 240 1/2" Crank webs as per Rule 160 1/2" shrunk 130 1/2"
 Intermediate Shafts, diameter as per Rule 228 1/2" Rule = 232.5" Thrust shaft, diameter at collars as per Rule 240 1/2"
 as fitted 228 1/2" Rule = 240 1/2" as fitted 240 1/2"
 Tube Shafts, diameter as per Rule 260.25" Is the tube shaft fitted with a continuous liner YES
 as fitted — Screw Shaft, diameter as per Rule 278 1/2" as fitted 278 1/2"

Bronze Liners, thickness in way of bushes as per Rule 18 7/8" Thickness between bushes as per Rule 16 1/2" 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 junctions made by fusion through the whole thickness of the liner —
 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 Oil Gland or other appliance fitted at the after end of the tube —
 at — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 7500 7/8"

Propeller, dia. 41.070 1/2" Pitch 44" No. of Blades 4 Material C.I. whether Moveable NO Total Developed Surface 5126.19 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 57 1/2" Stroke 450 7/8" Can one be overhauled while the other is at work YES
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 22 1/2" Stroke 450 7/8" Can one be overhauled while the other is at work YES
 Feed Pumps { No. and size ONE DUPLEX, 102 1/2" x 152 1/2" Pumps connected to the { No. and size 2 MAIN ENG. AND 1 DUPLEX
 How driven INDEPENDENT Main Bilge Line How driven DUPLEX INDEPENDENT

Ballast Pumps, No. and size ONE 250 1/2" x 880 1/2" Lubricating Oil Pumps, including Spare Pump, No. and size —
 Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected both to Main Bilge Pumps and Auxiliary —
 Bilge Pumps:—In Engine and Boiler Room 4 ENG. RM 4. 3 @ 2 1/2" + 1 @ 3" in place 2 @ 70% E.R. Well aft. 1 @ 2 1/2" Tunnel aft.
 In Pump Room — In Holds, &c. 6. 1 in hold 2 @ 2 1/2" N^o 2 Hold 1 @ 2 1/2" End and 2 @ 2 1/2" aft.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 83 1/2" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, —
 No. and size 2 - 64 1/2" 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 Sea Connections fitted direct on the skin of the ship YES Are they fitted with 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 Overboard Discharges 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 pass through the bunkers NONE How are they protected —
 What pipes pass through the deep tanks NONE Have they been tested as per Rule —
 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 Shaft Tunnel watertight YES Is it fitted with a watertight door YES worked from MAIN DK.

MAIN BOILERS, &c.—(Letter for record —) Total Heating Surface of Boilers 204,700 M²
 Which Boilers are fitted with Forced Draft NONE Which Boilers are fitted with Superheaters BOTH
 No. and Description of Boilers 2 MULTITUBULAR Working Pressure 13 Kg. 185 lb/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES PARAS 10/5/48
 IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? —

Can the donkey boiler be used for other than domestic purposes —
 PLANS. Are approved plans forwarded herewith for Shafting — Main Boilers — Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters — General Pumping Arrangements — Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Is the spare gear required by the Rules been supplied YES
 State the principal additional spare gear supplied —

Antwerp 20/9/48 notes:-
 H.S. per L.R. = 144.7"
 H.S. - Spht = 60"
 Total for 2 H.S. = 409.4" = 4407 #

The foregoing is a correct description.

Manufacturer.



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002418-002426-0126

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

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 the use of oil as fuel been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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.)

The machinery of this vessel has been found up and examined throughout and found it placed in good order.

Certificate to be sent to

The amount of Entry Fee	... £	:	:	When applied for,
Special	... £	:	:	19
Donkey Boiler Fee	... £	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

Date

FRI. 24 SEP 1948

Committee's Minute

LMC 7.48

S(C.L) 4.48 2SB 18516 Sp1.

W. J. L. Smith
Engineer Surveyor to Lloyd's Register of Shipping.



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