

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

23 APR 1925

Date of writing Report 18th April 1925 When handed in at Local Office 2214 19 15 Port of Antwerp  
 No. in Sup. Survey held at Antwerp Date, First Survey 11th February Last Survey 15th April 1925  
 Reg. Book. 89395 on the S/S "JORDAENS" (Number of Visits 8) Gross 1430 Tons  
 Built at Hoboken By whom built Antwerp Engineering Co Yard No. 89 Net 1925  
 Engines made at Sunderland By whom made N.E. Marine Eng. Co. Engine No. 2596 when made 1925  
 Boilers made at do By whom made do do Boiler No. 2596 when made 1925  
 Registered Horse Power \_\_\_\_\_ Owners Comp. Char. Maritime Soc. Anon. Port belonging to Antwerp  
 Nom. Horse Power as per Rule 175 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

## ENGINES, &amp;c.—Description of Engines

Dia. of Cylinders \_\_\_\_\_ Length of Stroke \_\_\_\_\_ Revs. per minute \_\_\_\_\_ No. of Cylinders 8 No. of Cranks \_\_\_\_\_  
 Dia. of Crank shaft journals \_\_\_\_\_ as per rule \_\_\_\_\_ Dia. of Crank pin \_\_\_\_\_ Crank webs \_\_\_\_\_ Mid. length breadth \_\_\_\_\_ Thickness parallel to axis \_\_\_\_\_  
 as fitted \_\_\_\_\_ as fitted \_\_\_\_\_ Mid. length thickness \_\_\_\_\_ Thickness around eye-hole \_\_\_\_\_  
 Diameter of Thrust shaft under collars \_\_\_\_\_ as per rule \_\_\_\_\_ Diameter of Tunnel shaft \_\_\_\_\_ as per rule \_\_\_\_\_ Diameter of Screw shaft \_\_\_\_\_ as per rule \_\_\_\_\_ Is the Screw shaft  
 as fitted \_\_\_\_\_ as fitted \_\_\_\_\_ fitted with a continuous liner the whole length of the stern tube \_\_\_\_\_  
 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 \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit  
 If two liners are fitted, is the shaft lapped or protected between the liners \_\_\_\_\_ of it being efficiently lubricated \_\_\_\_\_  
 Length of Stern Bush \_\_\_\_\_ Diameter of Propeller \_\_\_\_\_ square feet.  
 Pitch of Propeller \_\_\_\_\_ No. of Blades \_\_\_\_\_ State whether Moveable \_\_\_\_\_ Total Surface \_\_\_\_\_  
 No. of Feed Pumps fitted to the Main Engines \_\_\_\_\_ Diameter of ditto \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 No. of Bilge Pumps fitted to the Main Engines \_\_\_\_\_ Diameter of ditto \_\_\_\_\_ Stroke \_\_\_\_\_ Can one be overhauled while the other is at work \_\_\_\_\_  
 Total number and size of power driven Feed and Bilge Auxiliary Pumps \_\_\_\_\_  
 No. and size of Pumps connected to the Main Bilge Line 2-3 1/2" on engine, + Ballast pump 8" x 10" x 10" ✓  
 No. and size of Ballast Pumps \_\_\_\_\_ No. and size of Lubricating Oil Pumps, including Spare Pump \_\_\_\_\_  
 Are two independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ No. and size of suction connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 4 @ 3" ✓ and in Holds, &c. Nº 1-2 @ 3", Nº 2-2 @ 3"  
bunker 2 @ 3" ✓

No. and size of Main Water Circulating Pump Bilge Suctions one 6" ✓ No. and size of Donkey Pump Direct Suctions \_\_\_\_\_  
 to the Engine Room Bilges 2 @ 3" ✓ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes ✓  
 A 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 connections with the sea direct on the skin of the ship yes ✓ Are they Valves or Cocks Both valves & 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 & below ✓  
 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 are carried through the bunkers Nº 1 hold + bunker suction ✓ How are they protected 3" wood casing ✓  
 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 Screw Shaft Tunnel watertight yes ✓ Is it fitted with a watertight door yes ✓ worked from Cylinder platform ✓

## MAIN BOILERS, &amp;c.—(Letter for record \_\_\_\_\_) Total Heating Surface of Boilers \_\_\_\_\_

Is Forced Draft fitted no ✓ No. and Description of Boilers \_\_\_\_\_ Working Pressure 180 lbs ✓

IS A REPORT ON MAIN BOILERS NOW FORWARDED? ✓

IS A DONKEY BOILER FITTED? no ✓

If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval)

General Pumping Arrangements \_\_\_\_\_ Fuel Furning Piping Arrangements \_\_\_\_\_

SPARE GEAR. State the articles supplied:— Two connecting rod top end + 2 bottom end bolts + nuts,  
2 main bearing bolts + nuts, 1 set of coupling bolts + nuts, 1 set each of fuel + bilge  
pump valves, 1/2 set air pump valves, 1 cwt of assorted plates + bars, 1/2 cwt of  
assorted bolts + nuts, 1 propeller, 12 boiler + 12 Condenser tubes, 2 piston nuts, 24  
Condenser ferrules, 1 pair bottom end brasses, 2 safety valve springs + etc. ✓

The boilers can be worked separately, safety valves adjusted to 185 lbs per sq. in. easing gear  
 is fitted. No donkey boiler. Smallest distance between boilers + bunkers 7'-0" + between  
 boilers + tank top 2'-0" bottom of boilers not insulated. ✓

The foregoing is a correct description

Manufacturer.



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Foundation



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

Dates of Examination of principal parts - Cylinders ✓ Slides ✓  
Covers ✓ Pistons ✓ Rods ✓  
Connecting rods ✓ Crank shaft ✓ Thrust shaft ✓  
Tunnel shafts ✓ Screw shaft ✓ Propeller 11.2.25  
Stern tube 11.2.25 Engine and boiler seatings 11.2.25 & 6.3.25 Engines holding down bolts 18.3.25  
Completion of pumping arrangements 11.4.25 Boilers fixed 18.3.25 Engines tried under steam 15.4.25  
Completion of fitting sea connections and Stern tube and Screw shaft and propeller 11.2.25  
Main boiler safety valves adjusted 6.4.25 Thickness of adjusting washers all 1/2"  
Material of Crank shaft ✓ Identification Mark on Do. ✓  
Material of Thrust shaft ✓ Identification Mark on Do. ✓  
Material of Tunnel shafts ✓ Identification Marks on Do. ✓  
Material of Screw shafts ✓ Identification Marks on Do. ✓  
Material of Steam Pipes ~~Wrought iron~~ ✓ Test pressure 540 lbs per sq. in. Date of Test 18.3.25  
Is an installation fitted for burning oil fuel No. ✓ Is the flash point of the oil to be used over 150°F. ✓  
Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓  
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 workmanship & materials are good.  
The machinery has been fitted on board under Special Survey, tried under steam in full working conditions, & found satisfactory.

The machinery of this vessel is eligible in my opinion to have the notation of + L.M.C. 4.25 in the Society's Register Book.

NOTE:- A report on the Electric Lighting arrangements will be forwarded in due course.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 4.25. CL.

W.D.  
23/4/25.

H.L. Filditch.

Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : 10 : 0  
Special ... £ 8 : 10 : 0  
Donkey Boiler Fee ... £ 831 -  
Travelling Expenses (if any) £ : :  
When applied for, 17-4-1925  
When received, 27-4-1925

Committee's Minute TUES. 23 APR 1925

Assigned + LMC 4.25

CERTIFICATE WRITTEN



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