

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 22 JUL 1925

Date of writing Report

19

When handed in at Local Office

19

Port of

NEWCASTLE-ON-TYNE

No. in Survey held at

Newcastle-on-Tyne

Date, First Survey

Nov 11th 1924

Last Survey

6 July 1925

Reg. Book.

on the

steel screw steamer *Princesse Marie José*

(Number of Visits 38)

Tons

Gross 2494 4/10

Net 1538

When built

1925

Built at Newcastle

By whom built Swanburne & Wigham Richardson

Yard No. 1267

Engines made at Newcastle

By whom made Halliwell Ship. & Eng. Co. Ltd.

Engine No. 860

when made 1925

Boilers made at Newcastle

By whom made Halliwell Ship. & Eng. Co. Ltd.

Boiler No. 860

when made 1925

Registered Horse Power

283

Owners

Ocean Navigation Co. Ltd. (L. de la Mer)

Port belonging to

Antwerp

Nom. Horse Power as per Rule

283

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Ocean going

ENGINES, &c.—Description of Engines

Inverted Triple Expansion

Revs. per minute 70

Dia. of Cylinders

22"-37"-61"

Length of Stroke

42"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 11.605"

as fitted 12"

Crank pin dia.

12"

Crank webs

Mid. length breadth 24 1/2"

Mid. length thickness 7 3/8"

shrunken

Thickness parallel to axis 7 3/8"

Thickness around eye-hole 6"

Intermediate Shafts, diameter

as per Rule 11.053"

as fitted 11 1/2"

Thrust shaft, diameter at collars

as per Rule 11.605"

as fitted 12"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 12.386"

as fitted 12 3/4"

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 23 3/32"

as fitted 23 3/32"

Thickness between bushes

as per Rule 17"

as fitted 17"

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

Yes

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

Yes

If two liners are fitted, is the shaft lapped or protected between the liners

Yes

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

No

Length of Bearing in Stern Bush next to and supporting propeller

24 1/2"

Propeller, dia.

16'0"

Pitch

17'4 1/2"

No. of Blades

4

Material

C.I.

whether Moveable

No

Total Developed Surface

80

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

3 1/2"

Stroke

22"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

3 1/2"

Stroke

22"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size Two - 6 1/2" x 6" - 4 1/2" x 3" x 6"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

One 7 1/2" x 8"

How driven

Steam

Ballast Pumps, No. and size

One 7" x 7" x 8"

Lubricating Oil Pumps, including Spare Pump, No. and size

None

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

4-2 3/4"

In Holds, &c.

No. 1 Hold 2-2 1/2"

No. 2 Hold 2-2 3/4"

No. 4 Hold 2-3"

1-2 1/2" Tunnel well

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 5 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One 4"

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

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

None

How are they protected

What pipes pass through the deep tanks

None

Have they been tested as per Rule

Yes

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 BOILERS, &c.—(Letter for record 5.)

Total Heating Surface of Boilers 4662

Is Forced Draft fitted

No

No. and Description of Boilers

3 S.E. Cyl. Invert

Working Pressure

180 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes

PLANS. Are approved plans forwarded herewith for Shafting

No

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

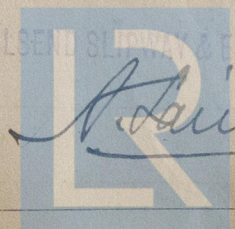
SPARE GEAR. State the articles supplied:—

Two main Bearing bolts + nuts - Two top end bolts + nuts - Two bottom end bolts + nuts
 One set coupling bolts - One set feed pump valves + seats - One set bilge pump valve lids + seats - One set valve lids for each of Aux.
 feed + ballast pumps - 2 Feed check valve lids - One set valve for each of air and circulating pumps and water end valves for
 donkey feed pump - One set H.P. piston rings - One set M.P. piston rings - One set H.P. piston valve rings - 6 piston bolts + nuts
 One set Coach Springs for H.P. Cylinder - Ten Condenser tubes - Twenty ferrules - One eccentric sheave + strap complete -
 One C.I. propeller - 12 plain boiler tubes - assorted bolts, nuts + rim - One H.P. relief valve spring - one feed pump relief
 valve spring +

The foregoing is a correct description,

Manufacturer.

FOR THE WALLSEND STEAM & ENGINE CO. LTD.



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Lloyd's Register
Foundation

W238-0034

1924. Jan 11. Dec 5-1925. Jan 5. 16. 20. 26. 29 Feb 2. 9. 13. 20. 24. Mar 4. 11. 12. 13. 16. 18. 20. 23
 During progress of work in shops - -
 1925. Mar 27. 30. 31. April 2. 20. 29. May 6. 12. 19
 Dates of Survey while building
 During erection on board vessel - - -
 1925. May 26. 28. Jun. 2. 3. 4. 12. Jul. 1. 6.
 Total No. of visits 38

Dates of Examination of principal parts—Cylinders 23.3.25 Slides 23.3.25 Covers 29.1.25
 Pistons 18.3.25 Piston Rods 18.3.25 Connecting rods 23.3.25
 Crank shaft 18.3.25 Thrust shaft 18.3.25 Intermediate shafts 24.3.25
 Tube shaft None Screw shaft 27.3.25 Propeller 24.2.25
 Stern tube 2.2.25 Engine and boiler seatings 26.3.25 Engines holding down bolts 4.6.25
 Completion of pumping arrangements 12.6.25 Boilers fixed 28.5.25 Engines tried under steam 12.6.25
 Main boiler safety valves adjusted 12.6.25 Thickness of adjusting washers All 1/32
 Crank shaft material steel Identification Mark 1027-1028 ALA. 18.3.25 Thrust shaft material steel Identification Mark 96 ALA. 18.3.25
 Intermediate shafts, material steel Identification Marks 1028 ALA. 27.3.25 Tube shaft, material None Identification Mark ✓
 Screw shaft, material steel Identification Mark 1028 ALA. 27.3.25 Steam Pipes, material copper ✓ Test pressure 360 lb. ✓ Date of Test 8/6/25.
 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 Yes ✓ If so, state name of vessel "De Albert" "Houma" "Black" "Luc de-Brabant"

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

The machinery of this vessel has been constructed under special survey, the workmanship and materials are sound and good. The machinery has been tried out under steam with satisfactory results. The Boilers' safety valves were adjusted under steam.
 In an opinion, the machinery of this vessel is eligible for classification with record + L.M.C. 7.25 C.L.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 7.25. CL.

J.W.D.
 23/7/25.

The amount of Entry Fee ... £ 4 : -
 Special ... £ 67 : 9
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :
 When applied for, 21 Jun 1925
 When received, 28 Jul 25

Maurice Dixon R Lee Amear.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THES. 28 JUL 1925

Assigned

L.M.C. 7.25
 C.L.

