

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 12198

Date of writing Report 23rd Oct 1922 When handed in at Local Office 23-10-1922 Port of Antwerp
 No. in Survey held at Hoboken, Belgium Date, First Survey 10th August Last Survey 21st Oct 1922
 Reg. Book. on the S/S "IRENE MARIA" (Number of Visits 7)
 Built at Hoboken By whom built Antwerp Engineering Yard No. 79 Tons { Gross Net
 Engines made at Sunderland By whom made N. E. Mar. Eng. Co. Ltd. Engine No. 2477 when made 1922
 Boilers made at Sunderland By whom made N. E. Mar. Eng. Co. Ltd. Boiler No. 2477 when made 1922
 Registered Horse Power Owners Tanstibysølet Dania Port belonging to Esbjerg
 Nom. Horse Power as per Rule 213 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted yes.

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke Revs. per minute No. of Cylinders No. of Cranks
 Dia. of Crank shaft journals as per rule as fitted Dia. of Crank pin Crank webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis Thickness around eye-hole
 Diameter of Thrust shaft under collars as per rule as fitted Diameter of Tunnel shaft as per rule as fitted Diameter of Screw shaft as per rule as fitted Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Is the after end of the liner made watertight in the propeller boss
 If the liner is in more than one length are the joints lined 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated

Pitch of Propeller No. of Blades State whether Moveable Total Surface square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3" Stroke 1-9" Can one be overhauled while the other is at work yes.
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2" Stroke 1-9" Can one be overhauled while the other is at work yes.

Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 - 6" x 4 1/2" x 6" + 7" x 8" x 8"
 No. and size of Pumps connected to the Main Bilge Line 2 - 3 1/2" main, + the Ballast 7" x 8" x 8"
 No. and size of Ballast Pumps one - 7" x 8" x 8" 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 four 3" and in Holds, &c. No 1 hold 2-3" No 2 hold 3-3" + 1-3" in tunnel well.

No. and size of Main Water Circulating Pump Bilge Suctions one - 6" connected to pumps 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.

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 ✓
 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 Fore hold bilge suction. How are they protected 3/8" iron box.
 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 plat-form.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3632 sq. ft.
 Is Forced Draft fitted No. No. and Description of Boilers 2 single ended marine 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? ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers yes. Auxiliary Boilers none Donkey Boilers none
 (If not state date of approval) General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—One propeller, two top end + 2 bottom end bolts + nuts, 2 main bearing bolts + nuts, 1 set of coupling bolts + nuts, 1 set each of feed + bilge pump valves, 2 safety valve springs, 1 bag of assorted bolts + nuts, steel files + rounds of various sizes + other small detail parts.

The safety valves are adjusted to 185 lbs per sq. in. + fitted with easing gear.
 Smallest distance between boilers + bunkers = 15"

The foregoing is a correct description

Manufacturer.



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Lloyd's Register
Foundation

W401-0130

Dates of Survey while building
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 ✓

Rods ✓

Connecting rods ✓

Crank shaft ✓

Thrust shaft ✓

Tunnel shafts ✓

Screw shaft ✓

Propeller ✓

Stern tube ✓

Engine and boiler seatings 21.8.22.

Engines holding down bolts 10.10.22.

Completion of pumping arrangements 21.10.22.

Boilers fixed 10.10.22.

Engines tried under steam 21.10.22.

Completion of fitting sea connections 21.8.22.

Stern tube 21.8.22.

Screw shaft and propeller 21.8.22.

Main boiler safety valves adjusted 14.10.22.

Thickness of adjusting washers S. Boiler - F.V. = $\frac{5}{32}$ " A.V. = $\frac{5}{32}$ "
P. Boiler - F.V. = $\frac{3}{8}$ " A.V. = $\frac{1}{32}$ "

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 brought iron ✓

Test pressure 540 lbs per sq. in.

Date of Test 10.10.22.

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 S/S "Esther Maria."

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

The workmanship + materials are good.

The machinery has been fitted on board the vessel under Special Survey, tried under steam in full working condition, + found satisfactory.

The machinery of this vessel is eligible in my opinion to have the notation of +L.M.C. 10.22 in the Society's Register Book.

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

It is submitted that
this vessel is eligible for
THE RECORD + LMC 10.22. CL.

W.D. 27/10/22 C.W.

The amount of Entry Fee ... £ : :
Special ... £ 10 : 13 - 23-10-1922
Donkey Boiler Fee ... 692- :
Travelling Expenses (if any) £ : : 2/10/22

H.L. Tilditch.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 31 OCT. 1922
Assigned + L.M.C. 10.22
C.L.

MACHINERY DEF.
WRITTEN.