

Rpt. 9

Date of writing report 15th APRIL 1956

Received London 23 APR 1956

Port Antwerp

No. 31139

Survey held at Antwerp

No. of visits EIGHT

First date 7th March

Last date 30th March 1956

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. I6829 Name S.S. "KYLEQUEEN" Gross tons 1919 Date of build 1922 7

Owners Kyle Shipping Co. Ltd. Managers Monroe Bros. Port of Registry Liverpool

Engines made do. By N.E. Marine Eng. Co. Ltd. Sld. Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 SB W.P. 180 lb.

No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock Both

Nature of Survey Docking, TS, CL, BS, O.F. COMV.M.

Was Damage Report issued? Int. Cert. Yes. B.1.

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 AI.	+ LMC
Dkg. 10.55	MS. 2.53
(Dr) I.49 Shl. 9.53	BS. 3.55
	CL. 3.55

NB. (Cargo battens not fitted).

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes Good fit - reworked Oil Glands ✓ Sea Connections ✓
 Fastenings Good Has Screwshaft ~~Shaft~~ been drawn? Yes Date of Examination 21/3/56 Has Shaft been changed? No
 Has Shaft now fitted been previously used? ✓ Has Shaft now examined fitted a continuous liner? Yes Approved oil gland? ✓

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this Vessel in so far as now seen, and fitted, is eligible in my opinion to remain as now classed in the Register Book, with fresh record of "BS 3,56", and fresh notations "Screw shaft seen (CL) 3,56", and "O.F. 3,56", nav.

Date of Committee TUESDAY 29 MAY 1956

Decision BS 3,56

5356

Fitted for oil fuel 3,56 F P above 150°F

J. Manson 2020 Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

003434-003443-0326 1/2

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position)

GOOD.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

YES.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

YES.

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service) Oil Fuel - New.

38 Independent Air Compressors, Coolers & Safety Devices

40 Auxiliary

39 Air Receivers & Safety devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure)

43 Have Evaporator Safety Valves been tested under steam?

42 Evaporators

45 Windlass

46 Fire Extinguishing Arrangements GOOD.

44 Steering Machinery

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

Generators

Generators & Governors

Exciters

Motors

Air Coolers

Switchboards & Fittings

Motors

Circuit Breakers

Air Coolers

Cables

Control Gear, Cables, etc.

Insulation Resistance

Insulation Resistance

Steering Gear Generators and Motors

Insulating Oil Test

Navigation Light Indicators

Overspeed Governors

Magnetic Couplings

Air Gap

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port & Stbd - Good. Both - 26/3/56.

AUXILIARY, DONKEY or PRESS

Superheaters

Good.

Safety Valves

do

Mountings, Doors & Fastenings

180 P.S.I.

Safety Valves Adjusted to

(Sat. / Opt.)

GOOD

Roller Securing Arrangements

Exhaust Gas Heated Economisers

Main Economisers

Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators

YES.

Forced Circulating Pumps

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Funnel GOOD.

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)

Auxiliary (over 3 in. bore)

Main

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs for w.b.L:

1 lignum vitae linings of stem tube bushes renewed. 1 stoppered stay tube renewed in the port boiler together with 1 broken C.C. wrapper plate stay bolt. All boiler mountings and safety valves overhauled and reconditioned, the necessary repairs or renewals of cracked or worn parts being carried out as recommended.

CONVERSION FROM COAL TO OIL FUEL BURNING.

Vessel now fitted to burn oil fuel, F.P. above 150° Fah., in accordance with Secretary's letters, approved plan (No. 5731), and to the relevant requis. of the Society's Rules.

A new duplicate pumping and heating unit, mfd. by Messrs. White's Mannie Eng. Co., Hebburn, with 2 Weir's O.F. pressure pumps, Weir's O.F. transfer pump, and a hand operated starting-up, pumping and heating unit satisfactorily installed in boiler room spaces. Test identification markings on these items verified against relevant certificates. Please see Cont. Sheet.

Survey fees B.S. 2520.- TS.CL 1010.- O.F. CONVERSION 6250.-

Damage fee Expenses... 900 fr.

Date when A/c rendered 18-4-56

Rpt. 9a

Port of

ANTWERP

Continuation of Report No. 31139 dated 13-4-56

on the

Sc. Str. "KYLEQUEEN"

All oil fuel pressure, suction, and filling pipelines, steam heating coils, and fittings, examined during installation, and subsequently tested in accordance with the Rules.

Gutterways, drainage, and oily bilge pumping arrangements all made and tested according to Rule. Pumps used for boiler feeding not in connection with bilge line. All lead pipes in machinery and boiler spaces replaced by steel pipes, all wooden bearers and supports replaced by steel, and existing wooden stove fittings in engine room rebuilt throughout of steel. Air and sounding pipes to new oil fuel tanks and oily bilges fitted according to Rule.

All piping through and in O.F. storage tanks, and the new piping was fitted for pumping of oil fuel, made of steel.

Pumping arrangements to and from storage and settling tanks fitted in accordance with approved plan and the Society's requirements.

Steam smothering fire extinguishing distribution piping fitted underneath boilers, and in way of oil pumping and heating units. 4-2 gallon portable extinguishers, sand box with scoop, and a new fire hydrant with hose & spray connection also installed within machinery and boiler spaces.

A new emergency diesel driven fire pump, with fixed sea suction, also installed in fore peak lower store spaces. This pump discharges to work deck (fire line), and was tried and tested under working conditions with satisfactory results.

Observation tank for oil heater steam & heating coil drain returns placed in prominent and easily accessible position in engine room.

The complete installation, with all valves and fittings, extended spindle controls to steam master valves (pumping units & fire smothering), and were operated trip gear for quick-closing suction valves on oil fuel tanks, all tried and tested under working conditions with satisfactory results.

Drip trays fitted underneath all burners.

Funnel damper removed, and coamings of main ventilators into boiler and engine spaces fitted with "butterfly" damper louver, operable from outside.

J. Manson

N.B. A further copy of Appd. Plan No. 5731 is returned with this report. Details of air pipes fitted, and steam lines have been added, and further minor modifications have also been made respecting change-over pumping arrangements between the transfer pump and the O.F. pressure pumps on the unit. The oily bilge suction from forward has also been deleted as this bilge has not been fitted - the forward and aft bulkheads both being wholly E.W. The arrangements shown on the amended plan are as fitted.

J. Manson