

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office, 14 MAR 1940)

Date of writing Report 19 When handed in at Local Office 9:30 1940 Port of London.

No. in Reg. Book. 26958. Survey held at London. Date, First Survey 13.2.40 Last Survey 7.3.1940 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel JERSEY QUEEN. Year. Month.

Tonnage } Gross 910. Vessel built at Bunk Island. By whom Bunk Island S.S. Co. Ltd. When 1935-12.  
Net 518. Engines made at Glasgow. By whom J. Rowan & Co. Ltd. When 1936.

Nominal Horse Power 129. Boilers, when made (Main) 1936. (Donkey) —

No. of Main Boilers 150. Owners British Channel Islands Shipping Co. Ltd. Managers' Address (if not already recorded in Appendix to Register Book.)  
Managers Port London. Voyage

No. of Donkey Boilers —  
Steam Pressure in Main Boilers 200. Surveyed Afloat in Dry Dock Nelson D.D. Wharf. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers —

Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE & L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. Not required

Was a damage report made by anyone else? If so, by whom? M. A. Walker.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " "

If this was not done, state for what reasons? —

And what parts of the Boilers could not be thus thoroughly examined? —

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? —

State latest date of internal examination of each boiler. 22-2-40. Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200. lbs. 10'

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 7

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? 7

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. , and of the Donkey Boilers? 7

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? 7

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has shaft now been changed? No. If so, state reasons —

Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

State date of examination of Screw Shaft 22-2-40. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes. (See Rpt.)

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes. (See Rpt.)

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To Complete the L.M.C. the

switch gear & fuses require to be examined. The After Accommodation Circuit requires to be

tested & the governor gear of the Generator Engine requires to be tested. (L.M.C. Dec 12-40).

DAMAGE stated to have been caused by enemy action

Now done. Vessel placed in dry dock. Tail shaft & stern tube with drive and,

with the stern tube and Propeller, examined & found in good condition. All piston valves

and casings (lagging removed) & cylinders. Crank & thrust shafts. Pumps, pumping arrangements

& sea connections. Windlass & steering engine opened up & examined. Condenser & steam pipes

tested. Electric lighting installation tried & examined. Boilers examined internally & externally

with manholes, doors & fastenings & found or placed in good condition. Safety Valves adjusted

as above. See Page II.

General Observations, Opinion, and Recommendation:— The Machinery of the Vessel as far as

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.M.S. 9, 11, L.M.C. 9, 11, or

L.M.C. 140 lb., F.D., &c.)

has been seen in my opinion, eligible to remain as classed & to have fresh record of T.S. 2-40.

now & L.M.C. 3-40 on completion as above.

Survey Fee (per Section 20) L.M.C. £ 10: - : - Fees applied for 14 MAR 1940

Special Damage or Repair Fee (if any) (per Section 20.) £ 8/8: - Received by me, 19

Travelling expenses (if chargeable) £ : : -

Committee's Minute WED 27 MAR 1940

Assigned PL 3. 40

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Is a Certificate required? If so, to be sent to



London

PAGE II.

S.S. JERSEY QUEEN.

## DAMAGE REPAIRS.

Delivery Valve chest. Ballast Pump renewed. Broken  
 Three C.I. pipes to Ballast pump renewed "  
 Generator engine Cylinder & Column renewed. "  
 Independent feed pump feet repaired (broken off).

L.M.C

ELECTRICAL: Circuit to after accommodation modified to suit  
 structural alterations to be tanked.

Fuse wire carries a main switch board to be renewed when  
 broken. It is stated that these are on order.

Governor to be tried when full load is available.

J. S.



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