

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 DEC 1936

Date of writing Report 16/12/1936 When handed in at Local Office 16/12/1936 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 26/10/36 Last Survey 10/12/1936
 Reg. Book. 88760 on the S/S "JERSEY QUEEN" (Number of Visits 8) Tons { Gross 910
 Net 525
 Built at Burntisland By whom built Burntisland SBC^oL^d Yard No. 201 When built 1936
 Engines made at Glasgow By whom made D. Rowan & C^oL^d Engine No. 998 When made 1936
 Boilers made at Glasgow By whom made D. Rowan & C^oL^d Boiler No. 998 When made 1936
 Registered Horse Power _____ Owners London & Channel Steamer SBC^oL^d Port belonging to London
 (Mys) Chesworth & Ford
 Nom. Horse Power as per Rule 129 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended _____

ENGINES, &c.—Description of Engines

Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ Revs. per minute _____
 No. of Cranks _____
 Crank shaft, dia. of journals _____ as per Rule _____ Crank pin dia. _____ Mid. length breadth _____ Thickness parallel to axis _____
 as fitted _____ Crank webs _____ Mid. length thickness _____ Thickness around eye-hole _____
 Intermediate Shafts, diameter _____ as per Rule _____ Thrust shaft, diameter at collars _____ as per Rule _____
 as fitted _____ Is the tube _____
 Tube Shafts, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as per Rule _____ Is the tube _____
 as fitted _____ Thickness between bushes _____ 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 made by fusion through the whole thickness of the liner _____
 If the liner does not fit tightly at the part between the bearings in the stern tube _____ 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 Oil Gland or other appliance fitted at the after end of the tube
 shaft Yes If so, state type Sedarvall Length of Bearing in Stern Bush next to and supporting propeller 3'1"
 Propeller, dia. _____ Pitch _____ No. of Blades _____ Material _____ whether Moveable _____ Total Developed Surface _____ sq. feet
 Feed Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Feed Pumps { No. and size _____ Pumps connected to the { No. and size _____
 { How driven _____ Main Bilge Line { How driven _____
 Ballast Pumps, No. and size _____ Lubricating Oil Pumps, including Spare Pump, No. and size _____
 Are two independent means arranged for circulating water through the Oil Cooler _____ Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2 1/2" In Holds, &c. 2 @ 2" N^o 1 Hold 2 @ 3" N^o 2 Hold
 In Pump Room _____

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3 3/4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 @ 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 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 Above
 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 pass through the bunkers Bilge suction to hold How are they protected By wood bilge ceiling
 What pipes pass through the deep tanks _____ 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 Engines off Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record _____) Total Heating Surface of Boilers _____

Is Forced Draft fitted _____ No. and Description of Boilers _____ Working Pressure _____

IS A REPORT ON MAIN BOILERS NOW FORWARDED? _____

IS A DONKEY BOILER FITTED? _____

If so, is a report now forwarded? _____

Is the donkey boiler intended to be used for domestic purposes only _____

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

Superheaters _____ General Pumping Arrangements _____ Oil fuel Burning Piping Arrangements _____

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied _____
See Glasgow Rpt No 57644

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - - *Oct 26, 28, 30 Nov 5, 10, 20 Dec 7, 11*
 Total No. of visits *8*

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings *26/10/36* Engines holding down bolts *20/11/36*
 Completion of fitting sea connections *30/10/36*
 Completion of pumping arrangements *7/12/36* Boilers fixed *20/11/36* Engines tried under steam *11/12/36*
 Main boiler safety valves adjusted *7/12/36* Thickness of adjusting washers *P 3/8 S 3/8*
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material *S.O. Copper* Test pressure *400 lbs* Date of Test *1/12/36*
 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 the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *No* If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *"London Queen"*

General Remarks (State quality of workmanship, opinions as to class, &c. *+ See Glasgow Ppt 57644*)
This machinery has been efficiently fitted on board, the materials & workmanship being sound & good.
On completion the safety valves were adjusted under steam to 200 lbs sq in & the Main & auxiliary Machinery were tried under working conditions & found satisfactory.
*This machinery in my opinion is in safe working condition & eligible to be classed in the Register Book with the notation of **LMC 12-36 TS (06) 12-36***

The amount of Entry Fee ... £
 Special ... £
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £ *1 : 7*
 When applied for, *16-12-1936*
 When received, *22-12-1936*
24/12

Chas R. Roushiffe
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned *+ done 12 36*
RD. OG
 TUE. 22 DEC 1936