

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-1 MAR 1933

Date of writing Report 27/2/1933 When handed in at Local Office 27/2/1933 Port of Leith

No. in Survey held at Burntisland Date, First Survey 13/1/33 Last Survey 27/2/1933
 Reg. Book. 77416 on the S/S "LONDON QUEEN" (Number of Visits 8) Tons { Gross 781
 Net 429

Built at Burntisland By whom built Burntisland SBC & Co Ltd Yard No. 174 When built 1933

Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. 955 When made 1933

Boilers made at Glasgow By whom made D. Rowan & Co Ltd Boiler No. 955 When made 1933

Registered Horse Power _____ Owners London & Channel Islands S.S. Co Ltd Port belonging to London

Nom. Horse Power as per Rule 112 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 _____ shrunk _____ Thickness around eye-hole _____
 Mid. length thickness _____

Intermediate Shafts, diameter _____ as per Rule _____ Thrust shaft, diameter at collars _____ as per Rule _____
 as fitted _____ as fitted _____

Tube Shafts, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as per Rule _____
 as fitted _____ as fitted _____ Is the tube { shaft fitted with a continuous liner }
 screw {

Bronze Liners, thickness in way of bushes _____ as per Rule _____ Thickness between bushes _____ as per Rule _____ Is the after end of the liner made watertight in the
 as fitted _____ propeller boss _____ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner _____

If the liner does not fit tightly at the part between the bushes 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 Oil Gland or other appliance fitted at the after end of the tube
 shaft _____ If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller _____

Propeller, dia. _____ Pitch _____ No. of Blades _____ Material _____ whether Movable _____ 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 Pump Room _____ In Holds, &c. 2 @ 3" ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 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 _____

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 _____

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 aft ✓ 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 _____

Has the spare gear required by the Rules been supplied _____

State the principal additional spare gear supplied _____

The foregoing is a correct description,

Manufacturer.



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002194-002205-0178

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits 8

Jan 13, 20, 24, Feb 8, 14, 17, 25, 27.

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 24/1/33 Engine and boiler seatings 24/1/33 Engines holding down bolts 14/2/33
Completion of fitting sea connections 24/1/33
Completion of pumping arrangements 17/2/33 Boilers fixed 14/2/33 Engines tried under steam 27/2/33
Main boiler safety valves adjusted 17/2/33 Thickness of adjusting washers P 11/32 S 11/32
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 Copper Test pressure 400 lbs Date of Test 13/2/33
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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been efficiently fitted on board, the materials & workmanship being sound & good. On completion the safety valves were adjusted under steam & 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 $\frac{1}{2}$ MC 2-33 & TS 2-33(0.6)

The amount of Entry Fee ... £
Special ... £
Donkey Boiler Fee ... £
Travelling Expenses (if any) £

When applied for, 28-2-1933.
When received, 9-3-1933.

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

Committee's Minute TUE. 7 MAR 1933

Assigned

+ L. MC. 2.33

O.G.

CERTIFICATE WRITER



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