

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 8 FEB 1933 - 1 MAR 1933

Date of writing Report 19 When handed in at Local Office 6. 2. 1933 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 19. 10. 32 Last Survey 3. 2. 1933  
 Reg. Book. on the steel s/s "LONDON QUEEN" (Number of Visits 34)  
 Built at Buntland By whom built Buntland SBCo Ltd Yard No. 174 When built 1933  
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 955 When made 1933  
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 955 When made 1933  
 Indicated Horse Power Owners SS-1-55 Port belonging to  
 Horse Power as per Rule 112 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 for which Vessel is intended 129

Engines, &c.—Description of Engines Triple expansion Revs. per minute  
 Cylinders 14" 24" 40" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3  
 Shaft, dia. of journals as per Rule 7.104" Crank pin dia. 7 3/4" Crank webs Mid. length breadth 11" Thickness parallel to axis 5" ✓  
 as fitted 7 3/4" Crank webs Mid. length thickness 5" shrunk Thickness around eye-hole 3.98" ✓  
 Intermediate Shafts, diameter as per Rule 7.34 ✓ Thrust shaft, diameter at collars as per Rule 7.707" ✓  
 as fitted none as fitted 8"  
 Shafts, diameter as per Rule 8.66" Is the { tube } shaft fitted with a continuous liner { no liner }  
 as fitted Screw Shaft, diameter as fitted 9 1/4" as fitted { screw }  
 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 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 bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive ✓  
 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  
 If so, state type 4 U.S. Packing Length of Bearing in Stern Bush next to and supporting propeller White metal-3-1" ✓  
 dia. 11-0" Pitch 11-6" No. of Blades 4 Material Cast-iron whether Moveable no Total Developed Surface 40.3 sq. feet ✓  
 Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 14" Can one be overhauled while the other is at work yes ✓  
 Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 14" Can one be overhauled while the other is at work yes ✓  
 No. and size one @ 6-4 x 6 Pumps connected to the Main Bilge Line { No. and size Ballast pump and ME pumps? }  
 How driven steam How driven steam  
 Pumps, No. and size one @ 7-8 1/2 x 8 Lubricating Oil Pumps, including Spare Pump, No. and size — none  
 Independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Pumps; — In Engine and Boiler Room — In Holds, &c. —

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
 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  
 Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line  
 each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate  
 Pipes pass through the bunkers How are they protected  
 Pipes pass through the deep tanks Have they been tested as per Rule  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record (3) ) Total Heating Surface of Boilers 1953 sq ft ✓  
 Draft fitted no No. and Description of Boilers one SB Working Pressure 200  
 REPORT ON MAIN BOILERS NOW FORWARDED?  
 DONKEY BOILER FITTED? no If so, is a report now forwarded?  
 key boiler intended to be used for domestic purposes only  
 S. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval)  
 General Pumping Arrangements no Oil fuel Burning Piping Arrangements —

## SPARE GEAR.

Spare gear required by the Rules been supplied  
 principal additional spare gear supplied

The foregoing is a correct description,  
 For David Rowan & Co. Ltd  
 Archd. N. Grierson

Manufacturer.



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Lloyd's Register Foundation

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1932 Oct: 19. 20. 28. 31 Nov: 1. 2. 3. 4. 8. 10. 15. 16. 17. 23. 29 Dec: 6. 15. 20. 22. 23  
 During progress of work in shops -- 27 (1933) Jan: 9. 10. 13. 16. 19. 20. 23. 25. 26. 27. 31 Feb: 1. 3  
 Dates of Survey while building {  
 During erection on board vessel ---  
 Total No. of visits 34

Dates of Examination of principal parts—Cylinders 10-1-33 Slides 25-1-33 Covers 26-1-33  
 Pistons 26-1-33 Piston Rods 27-1-33 Connecting rods 9-1-33  
 Crank shaft 16-1-33 Thrust shaft 16-1-33 Intermediate shafts —  
 Tube shaft — Screw shaft 23-1-33 Propeller 23-1-33  
 Stern tube 20-1-33 Engine and boiler seatings *lll* Engines holding down bolts *lll*

Completion of fitting sea connections *lll*  
 Completion of pumping arrangements *lll* Boilers fixed *lll* Engines tried under steam *lll*  
 Main boiler safety valves adjusted *lll* Thickness of adjusting washers *lll*

Crank shaft material *J. Steel* Identification Mark *LLOYD'S NO 4443 L.C.D. 16-1-33* Thrust shaft material *J. Steel* Identification Mark *LLOYD'S NO 4443 L.C.D. 16-1-33*  
 Intermediate shafts, material — Identification Marks — Tube shaft, material — Identification Mark —  
 Screw shaft, material *J. Steel* Identification Mark *LLOYD'S NO 4443 L.C.D. 23-1-33* Steam Pipes, material — Test pressure — Date of Test —

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 — 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.)

*The materials and workmanship are good.  
 The machinery has been constructed under special survey and sent to Burntisland to be fitted in the vessel.  
 In my opinion it will be suitable for classification and the person concerned when satisfactorily fitted in the vessel.*

*6/2/33*  
*W. J. Glasgow*

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 3 : :  
 4/5 Special *due to spec.* £ 22 : 8 :  
 1/5 Donkey Boiler Fee *20 due to spec.* £ 5 : 12 :  
 Travelling Expenses (if any) £ : :  
 When applied for, 3/2/33  
 When received, 28/2/33

*Schewis*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 7 FEB 1933

Assigned *Deferred*

TUE 7 MAR 1933

