

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 3-3-1941 When handed in at Local Office 3-3-1941 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 24-12-40 Last Survey 27-2-1941
 Reg. Book. 90218 on the S.S. "TUJOR QUEEN." (Number of Visits 8)
 Built at Burntisland By whom built Burntisland S. B. Co. Ltd. Yard No. 247 Tons { Gross 1029
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 1062 Net 582
 Boilers made at It. By whom made It. Boiler No. 1062 When built 1941
 Registered Horse Power ✓ Owners British Channel Islands Shipping Co. Ltd. Port belonging to London When made 1941
 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 No. of Cranks
 Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
 Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss
 If the liner is in more than one length 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
 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 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 2 on Main Engines. Ballast Pump. Gen. Service Pump.
 { How driven Main Bilge Line { How driven Steam 1" 1 1/2" 1 1/2" Steam 6" 4" 1 1/2"
 Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler
 Bilge Pumps;—In Engine and Boiler Room 1 at 2 1/2" dia. forward of main engine (centre). 1 aft. 1 1/2" dia. 2 1/2" dia. 1 1/2" dia. 3" dia.
 In Pump Room No. 1 Hold 1 Port 1 Star 2" dia. No. 3 Hold 1 Port 1 Star 3" dia.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 4" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one at 3" dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship 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 Are the Overboard Discharges above or below the deep water line MAIN DISCHARGE BELOW. OTHERS ABOVE.
 Are they 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
 What Pipes pass through the bunkers Bilge Suctions How are they protected Wood 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
 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 Is the Shaft Tunnel watertight Engine aft Is it fitted with a watertight door worked from

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

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 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?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting (If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

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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Lloyd's Register

002970-002977-0052

During progress of work in shops - - -
 Dates of Survey while building
 During erection on board vessel - - - 24/12/40, 26/12/40, 30/12/40, 20/1/41, 3/2/41, 10/2/41, 21/2/41, 27/2/41.
 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 in place, 30/12/40 Propeller in place, 30/12/40.
 Stern tube in place, 26/12/40 Engine and boiler seatings 30/12/40 Engines holding down bolts 10/2/41.
 Completion of fitting sea connections 30/12/40
 Completion of pumping arrangements 21/2/41 Boilers fixed 10/2/41. Engines tried under steam 27/2/41.
 Main boiler safety valves adjusted 21/2/41 Thickness of adjusting washers $P = \frac{1}{32}$ $S = \frac{1}{32}$.
 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 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 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 "NORMAN QUEEN" Lth. Rpt. N-1950

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery—Glasgow Report 63390 has been efficiently fitted on board, the materials and workmanship being sound and good. On completion, the safety valves were adjusted to 200 lbs/sq and the Main and Auxiliary machinery were tried under working conditions at sea and found satisfactory. This machinery in my opinion is in a safe working condition and eligible to be classed in the Register Book with the notation of L.M.C. 2-41 and T.S. (O.G.), F.II.

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute(s).

The amount of Entry Fee ... £ 6 : 9 : 0
 Special L.M.C. ...
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £ 1 : 1 : 9
 When applied for, 4-3-1941.
 When received,

Committee's Minute TUE. 1 MAR 1941

Assigned

+ Lmb 2 41
 J.D., O.G..

J. Campbell
 Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation