

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JAN 30 1941

Date of writing Report

19

When handed in at Local Office

28: 1: 1941 Port of GLASGOW

No. in Survey held at GLASGOW

Date, First Survey 8: 5: 40 Last Survey 23rd Jan. 1941

(Number of Visits 38)

Reg. Book.

on the

S/S O.A.P.

"TUDOR QUEEN"

Tons

Gross

Net

Built at BURNTISLAND

By whom built BURNTISLAND S.B. CO. LD.

Yard No. 247

When built 1941

Engines made at GLASGOW

By whom made DAVID ROWAN & CO. LD.

Engine No. 1062

When made 1941

Boilers made at -DO-

By whom made -DO-

Boiler No. 1062

When made 1941

Registered Horse Power -

Owners LONDON & CHANNEL ISLANDS S.S. CO. LD.

Port belonging to LONDON

Nom. Horse Power as per Rule 129

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines.

Triple Expansion

Revs. per minute

Dia. of Cylinders 14"-24"-40"

Length of Stroke 27"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 7.707"

as fitted 7 3/4"

Crank pin dia. 7 3/4"

Crank webs

Mid. length breadth 11"

Mid. length thickness 5"

shrunk

Thickness parallel to axis 5"

Thickness around eye-hole 3 5/8"

Intermediate Shafts, diameter

as per Rule 7.34

as fitted none

Thrust shaft, diameter at collars

as per Rule 7.707"

as fitted 7 3/4"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.63"

as fitted 9 1/4"

Is the

{ tube }

screw

shaft fitted with a continuous liner

{ no }

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 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

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

"NEWARK"

Length of Bearing in Stern Bush next to and supporting propeller 3'-1"

Propeller, dia. 10'-8"

Pitch 11'-9 3/4"

No. of Blades 4

Material C.I.

whether Moveable no

Total Developed Surface 36.7 sq. feet

Feed 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

Bilge 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

Feed Pumps

No. and size One 6" x 4" x 6"

How driven Steam

Pumps connected to the

No. and size

Main Bilge Line

How driven

Ballast Pumps, No. and size One 7" x 8 1/2" x 8"

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

In Pump Room

In Holds, &c.

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

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

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

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

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

How are they protected

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

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 1953

Which Boilers are fitted with Forced Draft main

Which Boilers are fitted with Superheaters none

No. and Description of Boilers One Single-ended

Working Pressure 200 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NO

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 YES

Main Boilers YES

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

List attached.

State the principal additional spare gear supplied

The foregoing is a correct description.

For David Rowan T.C. & L.D.

Arch. N. Grierson

Manufacturer.



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Lloyd's Register
Foundation

002970-002977-0053

1940 May: 1. 17. 29. 30 June: 12. 13. 20 July: 5. 9. 18. 25. 29. 30 Aug: 2. 12. 16. 21 Sep: 2. 3. 13. 16. 25 Oct: 18. 21. 31 Nov: 1. 15. 26 Dec: 3. 5. 9. 12. 24. 27. 30 (1941) Jan: 8. 15. 23

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 38

Dates of Examination of principal parts—Cylinders 5-7-40 Slides 27-12-40 Covers 5-7-40

Pistons 25-7-40 Piston Rods 25-7-40 Connecting rods 25-7-40

Crank shaft 3-12-40 Thrust shaft 12-12-40 Intermediate shafts 5

Tube shaft 24-12-40 Screw shaft 24-12-40 Propeller 24-12-40

Stern tube 24-12-40 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material SM. 5 steel Identification Mark 9502 JC Thrust shaft material SM. 5 steel Identification Mark 9502 ATB

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material SM. 5 steel Identification Mark 9502 ATB Steam Pipes, material Copper Test pressure 400 lb. Date of Test 8-1-41

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 YES If so, state name of vessel "NORMAN QUEEN" GLS.R. 59292

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. It has been sent to Birnisdale for installation in the vessel, and, in my opinion, will be eligible to be classed in the Register Book with record + LMC with date and notation O.G. when the trials have been completed satisfactorily.

Gib
28/1/41

The amount of Entry Fee ... £ 3 : - : When applied for, 28 JAN 1941

4/5 Special GLS.R/C ... £ 25 : 16 : When received,

1/5 Donkey Boiler Fee ... £ 6 : 9 :

Travelling Expenses (if any) £ : : 19

Committee's Minute GLASGOW 28 JAN 1941

Assigned Superd.

Engineer Surveyor to Lloyd's Register of Shipping.