

Rpt. 9

Date of writing report 15th APRIL 1956Received London 23 APR 1956Port AntwerpNo. 3139Survey held at AntwerpNo. of visits EIGHTFirst date 7th MarchLast date 30th March 1956

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 16829 Name S.S. "KYLEQUEEN" Gross tons 1919 Date of build 1922 7
 Owners Kyle Shipping Co. Ltd. Managers Monroe Bros. Port of Registry Liverpool
 Engines made do. By N.E. Marine Eng. Co. Ltd. Sld. do. Type T 3Cy.
 No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 2 SB W.P. 180 lb.
 No. of Aux./Donkey Boilers W.P.
 Surveyed Afloat or in Dry Dock Both
 Nature of Survey Docking, TS, CL, BS, O.F. COMV.
 Was Damage Report issued? Yes B.1. Int. Cert. Yes B.1.
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
<u>+ 100 AI.</u>	<u>+ LMC</u>
Dkg. <u>10.55</u>	MS. <u>2.53</u>
(Dr) <u>1.49 Shl.</u>	BS. <u>3.55</u>
	CL. <u>3.55</u>
NB. (Cargo battens not fitted).	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes Good fit - renewed Oil Glands Yes Sea Connections No
 Fastenings Good Has Screwshaft Subshaft been drawn? Yes Date of Examination 21/3/56 Has Shaft been changed? No
 Has Shaft now fitted been previously used? Yes Has Shaft now examined Attended a continuous liner? Yes Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
 2 Valves & Gears
 3 Connecting Rods, Top Ends & Guides Side
Centre
 4 Crankpins & Bearings Side
Centre
 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
 6 Cyls., Covers, Pistons & Rods
 7 Connecting Rods & Top Ends
 8 Crankpins & Bearings
 9 Journals & Bearings
 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
 11 Cyls., Covers, Pistons & Rods
 12 Connecting Rods & Top Ends
 13 Crankpins & Bearings
 14 Journals & Bearings
 15 Levers

SCAVENGE BLOWERS
 16
 SUPERCHARGERS
 17
 MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this Vessel in so far as now seen, and fitted, is eligible in my opinion to remain as now classed in the Register Book, with fresh record of "BS 3.56", and fresh notations "Screw shaft seen (CL) 3.56", and "O.F. 3.56", now.

Date of Committee TUESDAY 29 MAY 1956Decision BS 3.56
3.56

30m, 5.54, T.

Fitted for oil fuel 3.56 F.P. above 150°F

Engineer Surveyor to Lloyd's Register of Shipping

J. Manson 2020

Lloyd's Register Foundation

003434-003443-0326 1/2

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

GOOD.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

YES.

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service) Oil Fuel - New.

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Have Evaporator Safety Valves been tested under steam?

43 Evaporators

44 Windlass

45 Fire Extinguishing Arrangements GOOD.

46 Steering Machinery

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
Generators			Generators & Governors
Exciters			Motors
Air Coolers			Switchboards & Fittings
Motors			Circuit Breakers
Air Coolers			Cables
Control Gear, Cables, etc.			Insulation Resistance
Insulation Resistance			Steering Gear Generators and Motors
Insulating Oil Test			Navigation Light Indicators
Overspeed Governors			
Magnetic Couplings			
Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port & Std. - Good.
Both - 26/3/56.

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to (Sat. 180 P.S.I.)
(Exp. -)

Roller Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

YES.

Exhaust Gas Heated Economisers

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

GOOD.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs for W.B.L.

1 broken C.C. wrapper plate stay bolt. All boiler mountings and safety valves overhauled and reconditioned, the necessary repairs or renewals of cracked or worn parts being carried out as recommended.

CONVERSION FROM COAL TO OIL FUEL BURNING.

Vessel now fitted to burn oil fuel, F.P. above 150° Fah., in accordance with Secretary's letters, approved plan (No. 5731), and to the relevant requirements of the Society's Rules.

A new duplicate pumping and heating unit, fitted by Messrs. White's Marine Eng. Co., Hebburn, with 2 Weir's O.F. pressure pumps, Weir's O.F. transfer pump, and a hand operated starting-up, pumping and heating unit satisfactorily installed in boiler room spaces. Test identification markings on these items verified against relevant certificates. Please see Cont. Sheet.

Survey fees B.S. 2520.-
T.S. CL 1010.-
O.F. CONVERSION 6250.-

Damage fee ...
Expenses... 900.-

Date when A/c rendered 18-4-56

Rpt. 9a

Port of

ANTWERP

Continuation of Report No. 31139

dated 13-4-56

on the

Sc. Str. "KYLEQUEEN"

All oil fuel pressure, suction, and filling pipelines, steam heating coils, and fittings, examined during installation, and subsequently tested in accordance with the Rules.

Gutterways, drainage, and oily bilge pumping arrangements all made and tested according to Rule. Pumps used for boiler feeding not in connection with bilge line. All lead pipes in machinery and boiler spaces replaced by steel pipes, all wooden bearers and supports replaced by steel, and existing wooden stove fittings in engine room rebuilt throughout of steel. Air and sounding pipes to new oil fuel tanks and oily bilges fitted according to Rule.

All piping through and in O.F. storage tanks, and the new piping was fitted for pumping of oil fuel, made of steel.

Pumping arrangements to and from storage and settling tanks fitted in accordance with approved plan and the Society's requirements.

Steam smothering fire extinguishing distribution piping fitted underneath boilers, and in way of oil pumping and heating units. 4-2 gallon portable extinguishers, sand box with scoop, and a new fire hydrant with hose & spray connection also installed within machinery and boiler spaces.

A new emergency diesel driven fire pump, with fixed sea suction, also installed in fore peak lower store spaces. This pump discharges to work deck (fire line), and was tried and tested under working conditions with satisfactory results.

Observation tank for oil heater steam & heating coil drain returns placed in prominent and easily accessible position in engine room.

The complete installation, with all valves and fittings, extended spindle controls to steam master valves (pumping units & fire smothering), and wire operated trip gear for quick-closing suction valves on oil fuel tanks, all tried and tested under working conditions with satisfactory results. Drip trays fitted underneath all burners.

Funnel damper removed, and coamings of main ventilators into boiler and engine spaces fitted with "butterfly" damper louver, operable from outside.

J. Manson.

N.B. A further copy of Appd. Plan No. 5731 is returned with this report. Details of air pipes fitted, and steam lines have been added, and further minor modifications have also been made respecting change-over pumping arrangements between the transfer pump and the O.F. pressure pumps on the unit. The oily bilge suction from forward has also been deleted as this bilge has not been fitted - the forward and aft bulkheads both being wholly E.W.. The arrangements shown on the amended plan are as fitted.

J. Manson.



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