

REPORT ON MACHINERY.

No. 17427

Port of Hull

Received at London Office Jan 13 1906

No. in Survey held at Hull Date, first Survey July 21st Last Survey Jan. 5th 1906
 Reg. Book. 26 Supp. on the Screw Steamer "Ocean Queen" (Number of Visits 17) Tons Gross 284
Net 110
 Master Built at Hull By whom built Charles S. B. + E. C. L^d When built 1906
 Engines made at Hull By whom made Charles S. B. + E. C. L^d when made 1906
 Boilers made at do By whom made do when made 1906
 Registered Horse Power Owners J. Hollingsworth Port belonging to Hull
 Nom. Horse Power as per Section 28 77 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

ENGINES, &c.—Description of Engines Triple No. of Cylinders 3 No. of Cranks 3
 Dia. of Cylinders 12³/₄, 22, 36 Length of Stroke 24 Revs. per minute 110 Dia. of Screw shaft 7⁵/₈ as per rule 7⁵/₈ Material of screw shaft Iron
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube yes Is the after end of the liner made water tight
 in the propeller boss yes If the liner is in more than one length are the joints burned ✓ 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 for protected between the liners ✓ Length of stern bush 2-10¹/₂
 Dia. of Tunnel shaft 6-7¹/₈ as per rule 6-7¹/₈ Dia. of Crank shaft journals 7⁵/₈ as per rule 7⁵/₈ Dia. of Crank pin 7¹/₂ Size of Crank webs 14x4³/₈ Dia. of thrust shaft under
 collars 7¹/₂ Dia. of screw 9-0 Pitch of screw 11-6 No. of blades 4 State whether moveable No Total surface 27 sq. ft.
 No. of Feed pumps 1 Diameter of ditto 3 Stroke 12 Can one be overhauled while the other is at work ✓
 No. of Bilge pumps 1 Diameter of ditto 3 Stroke 12 Can one be overhauled while the other is at work ✓
 No. of Donkey Engines Two Sizes of Pumps 6x3x6, 6x3¹/₂x6 No. and size of Suctions connected to both Bilge and Donkey pumps
 In Engine Room One 2" dia. In Holds, &c. Three 2" dia.
Ejector suction from all bilges + discharge on deck
 No. of bilge injections 1 sizes 3¹/₂ Connected to condenser, or to circulating pump cond. Is a separate donkey suction fitted in Engine room & size 2¹/₂ Ejector
 Are all the bilge suction pipes fitted with roses yes Are the roses in Engine room always accessible yes Are the sluices on Engine room bulkheads always accessible ✓
 Are all connections with the sea direct on the skin of the ship yes Are they 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 discharge pipes above or below the deep water line above
 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 are carried through the bunkers old suction + winch pipes How are they protected Wood + iron casing
 Are all pipes, cocks, valves, and pumps in connection with the machinery and all boiler mountings accessible at all times yes
 Are the bilge suction pipes, cocks, and valves arranged so as to prevent any communication between the sea and the bilges yes
 When were stern tube, propeller, screw shaft, and all connections examined in dry dock Before launch Is the screw shaft tunnel watertight None
 Is it fitted with a watertight door ✓ worked from ✓

BOILERS, &c.— (Letter for record (S)) Total Heating Surface of Boilers 1250 sq. ft. Is forced draft fitted No
 No. and Description of Boilers One S. E. by O. Hull Working Pressure 200 lbs Tested by hydraulic pressure to 400 lbs
 Date of test 18.12.05 Can each boiler be worked separately ✓ Area of fire grate in each boiler 43 sq. ft. No. and Description of safety valves to
 each boiler Two direct spring Area of each valve 4.9 Pressure to which they are adjusted 205 lbs Are they fitted with easing gear yes
 Smallest distance between boilers or uptakes and bunkers or woodwork 7¹/₂ Mean dia. of boilers 12-9 Length 10-3¹/₂ Material of shell plates Steel
 Thickness 1⁵/₃₂ Range of tensile strength 28-32 Are they welded or flanged No Descrip. of riveting: cir. seams BR Lap long. seams BR 5 Rivets
 Diameter of rivet holes in long. seams 1⁷/₁₆ Pitch of rivets 8⁷/₁₆ Lap of plates or width of butt straps 17¹/₂
 Per centages of strength of longitudinal joint rivets 88.3 Working pressure of shell by rules 201 lbs Size of manhole in shell 16x12
 Size of compensating ring 3-4x2-6x1⁵/₃₂ No. and Description of Furnaces in each boiler Three plain Material Steel Outside diameter 3-0
 Length of plain part top 6-4 bottom 5-10³/₄ Thickness of plates crown 3¹/₄ Description of longitudinal joint welded No. of strengthening rings ✓
 Working pressure of furnace by the rules 207 lbs Combustion chamber plates: Material Steel Thickness: Sides 1¹/₁₆ Back 1¹/₁₆ Top 1¹/₁₆ Bottom 1¹/₁₆
 Pitch of stays to ditto: Sides 8¹/₂x8 Back 9⁵/₈x7⁵/₈ Top 8x7¹/₄ If stays are fitted with nuts or riveted heads Nuts Working pressure by rules 217 lbs
 Material of stays Steel Area at smallest part 1.76 Area supported by each stay 68 Working pressure by rules 207 lbs End plates in steam space:
 Material Steel Thickness 1³/₂ Pitch of stays 17x15 How are stays secured Nuts Working pressure by rules 209 lbs Material of stays Steel
 Diameter at smallest part 2⁷/₁₆ Area supported by each stay 255 Working pressure by rules 203 lbs Material of Front plates at bottom Steel
 Thickness 1⁵/₁₆ Material of Lower back plate Steel Thickness 2³/₈ + 3¹/₄ Greatest pitch of stays 19x11¹/₂ Working pressure of plate by rules 220 lbs
 Diameter of tubes 3¹/₄ Pitch of tubes 4⁷/₈x4³/₄ Material of tube plates Steel Thickness: Front 1⁵/₁₆ Back 1³/₁₆ Mean pitch of stays 9³/₄x9¹/₂
 Pitch across wide water spaces 13³/₄ Working pressures by rules 202 lbs Girders to Chamber tops: Material Steel Depth and
 thickness of girder at centre 9¹/₂x1³/₄ Length as per rule 2-9¹⁵/₁₆ Distance apart 7¹/₄ Number and pitch of Stays in each 3 @ 8
 Working pressure by rules 246 lbs Superheater or Steam chest; how connected to boiler None Can the superheater be shut off and the boiler worked
 separately ✓ Diameter ✓ Length ✓ Thickness of shell plates ✓ Material ✓ Description of longitudinal joint ✓ Diam. of rivet
 holes ✓ Pitch of rivets ✓ Working pressure of shell by rules ✓ Diameter of flue ✓ Material of flue plates ✓ Thickness ✓
 If stiffened with rings ✓ Distance between rings ✓ Working pressure by rules ✓ End plates: Thickness ✓ How stayed ✓
 Working pressure of end plates ✓ Area of safety valves to superheater ✓ Are they fitted with easing gear ✓



DONKEY BOILER— No. _____ Description _____

Made at _____ By whom made _____ When made _____ Where fixed _____

Working pressure _____ tested by hydraulic pressure to _____ No. of Certificate _____ Fire grate area _____ Description of safety valves _____

No. of safety valves _____ Area of each _____ Pressure to which they are adjusted _____ If fitted with easing gear _____ If steam from main boilers can enter the donkey boiler _____

strength _____ Dia. of donkey boiler _____ Length _____ Material of shell plates _____ Thickness _____ Range of tensile _____

Lap of plating _____ Per centage of strength of joint _____ Rivets _____ Thickness of shell crown plates _____ Radius of do. _____ No. of Stays to do. _____

Dia. of stays _____ Diameter of furnace Top _____ Bottom _____ Length of furnace _____ Thickness of furnace plates _____ Description of joint _____ Thickness of furnace crown plates _____ Stayed by _____ Working pressure of shell by rules _____

Working pressure of furnace by rules _____ Diameter of uptake _____ Thickness of uptake plates _____ Thickness of water tubes _____

SPARE GEAR. State the articles supplied: *Two top + two bottom-end connecting rod bolts + nuts. Two main bearing bolts + nuts. One set of coupling bolts + nuts. One set of feed + bilge pump valves. Main + donkey feed check valves. Assorted bolts + nuts &c.*

The foregoing is a correct description,

SHIPBUILDING & ENGINEERING CO. LIMITED
 F. J. Palethorpe Manufacturer.

SECRETARY 1905: - July 21. Sep. 5. 12. Oct. 2. 12. 20. 28. Nov. 6. 21. 28. Dec. 8. 18

1906: - Jan 5

Dates of Survey while building: During progress of work in shops - -
 During erection on board vessel - -
 Total No. of visits 17

Is the approved plan of main boiler forwarded herewith *yes*
 " " " donkey " " " ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Engines and Boiler of this vessel have been constructed under Special Survey, are of good material and workmanship, and have been fitted and secured on board in accordance with the Rules. They are now in good working condition and in my opinion eligible to have the notation of +LMC 1, 06 in the Register Book.

It is submitted that this vessel is eligible for THE RECORD LMC 1.06.

Wm. S. Kerr
 22.1.06

The amount of Entry Fee. . . £ 1 : - : -
 Special £ 11 : 11 : -
 Donkey Boiler Fee £ - : - : -
 Travelling Expenses (if any) £ - : - : -

When applied for, 9/11/06
 When received, 13/1/06

Wm. S. Kerr
 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 23 JAN 1906
 Assigned + LMC 1.06



Null

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

MACHINERY CERTIFICATE