

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 9-2-1938 When handed in at Local Office 10-2-1938 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 15-12-37 Last Survey 4-2-1938
 Reg. Book. on the S.S. "NORMAN QUEEN." (Number of Visits 10)
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 216 Tons {Gross 956.62
 Engines made at Glasgow By whom made Jarvis Howan & Co. Ltd. Engine No. 1014 When made 1938
 Boilers made at Glasgow By whom made Jarvis Howan & Co. Ltd. Boiler No. 1014 When made 1938
 Registered Horse Power Owners British Channel Islands S.B. Co. Ltd. Port belonging to London
 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 Coasting

ENGINES, &c.—Description of Engines Revs. per minute 102
 Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ No. of Cranks _____
 Crank shaft, dia. of journals as per Rule Crank pin dia. _____ Crank webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 _____ as fitted _____ _____ Mid. length thickness _____ shrunk _____ Thickness around eye-hole _____
 Intermediate Shafts, diameter as per Rule _____ Thrust shaft, diameter at collars _____ as per Rule _____
 _____ as fitted _____ _____ as fitted _____
 Tube Shafts, diameter as per Rule _____ Screw Shaft, diameter _____ Is the {tube} shaft fitted with a continuous liner {
 _____ as fitted _____ _____ as fitted _____
 Bronze Liners, thickness in way of bushes _____ Thickness between bushes _____ Is the after end of the liner made watertight in the
 propeller boss _____ If the liner is in more than one length are the joints 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 _____ 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 _____
 {How driven _____ Main Bilge Line {How driven _____
 Ballast Pumps, No. and size one at 7" 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 1-3" Dia. S.S. AFT. 1-2 1/2" Dia. S.S. AFT. 1-2 1/2" Dia. For'd. ✓
 In Pump Room _____ In Holds, &c. 1 P. & 1 S. 2" Dia. in N° 1 Hold 1 P. & 1 S. 3" Dia. in N° 2 Hold ✓

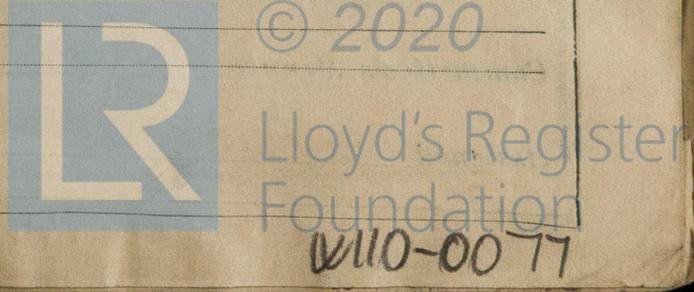
Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 4" Dia. **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 No. and size one at 3" Dia. ✓ Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes ✓
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes ✓
 Are all Sea Connections fitted direct on the skin of the ship Yes ✓ 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 Yes ✓ Are the Overboard Discharges 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 pass through the bunkers Bilge Suctions to hold ✓ How are they protected By 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 Yes ✓
 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 Yes ✓ Is the Shaft Tunnel watertight Engines aft ✓ Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record _____) Total Heating Surface of Boilers _____
 Is Forced Draft fitted _____ No. and Description of Boilers _____ Working Pressure _____
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? See Glasgow Report No. 59292 ✓
 IS A DONKEY BOILER FITTED? _____ If so, is a report now forwarded? _____
 Is the donkey boiler intended to be used for domestic purposes only _____
 PLANS. Are approved plans forwarded herewith for _____ Main Boilers _____ Auxiliary Boilers _____ Donkey Boilers _____
 Superheaters _____ General Pumping Arrangements Yes with Hull Rpt. 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 following spare gear supplied, stated agreed at time the engine contract was placed:— 2 brass head bottom end bolts,
 nuts, 2 brass head top end bolts, nuts, 2 main bearing bolts, nuts, 1 set of coupling bolts for one coupling, 1 feed pump suction &
 discharge valve, 1 bilge pump suction & discharge valve, 1 main feed & auxiliary check valve, 1 set of air pump valves,
 12 condenser tubes, 36 ferrules, 3 plain boiler tubes, 1 set of firebars, 12 gauge glass, 1 spring for safety valves,
 12 junk ring bolts, 1 set of valves for each auxiliary pump, set of spanners, 50 bolts, nuts, washers,
 5 bars of round iron, various sizes, 3 bars of flat iron.

The foregoing is a correct description,

Manufacturer.



During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - 15/12/37, 20/12/37, 24/12/37, 29/12/37, 6/1/38, 13/1/38, 20/1/38, 24/1/38, 27/1/38, 4/2/38

Total No. of visits 10.

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 24-12-37* Propeller *in place 24-12-37*

Stern tube *in place 24-12-37* Engine and boiler seatings 29-12-37 Engines holding down bolts 24-1-38

Completion of fitting sea connections 29-12-37

Completion of pumping arrangements 27-1-38 Boilers fixed 20-1-38 Engines tried under steam 4-2-38

Main boiler safety valves adjusted 27-1-38 Thickness of adjusting washers P = 3/8" S = 3/8" bore.

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 *boffer* Test pressure 400 lbs/sq Date of Test 18-1-38.

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 *S.S. "JERSEY QUEEN"*

General Remarks (State quality of workmanship, opinions as to class, &c. *This machinery - Glasgow Report No. 59292 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 safe working condition and eligible to be classed in the Register Book with the notation of L.M.C. 2-38 and T.S. (O.G.) 2-38.*

For Fee see No. 59292.

The amount of Entry Fee ... £	:	:	When applied for collected by Glasgow
Special <i>L.M.C.</i> ... £	6	9	0
Donkey Boiler Fee ... £	:	:	Applied for when received.
Travelling Expenses (if any) £	1	8	7

1/4 1938

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

Committee's Minute

Assigned + LMC 2.38
J.S. OG 15B 200 lb



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