

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."
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 216 Tons Gross 956.62 Net 540.65
 Engines made at Glasgow By whom made James Howan & Co. Ltd. Engine No. 1014 When made 1938
 Boilers made at Glasgow By whom made James 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 Loading

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 Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 as fitted Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as fitted
 as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner
 as fitted Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted 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 How driven Pumps connected to the Main Bilge Line No. and size 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
 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'A.
 In Pump Room In Holds, &c. 1 P. & 1 S. 2" Dia. in No. 1 Hold 1 P. & 1 S. 3" Dia. in No. 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?
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
 Is the donkey boiler intended to be used for domestic purposes only See Glasgow Report No. 59292

PLANS. Are approved plans forwarded herewith for Shafting 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 rod, bottom end bolts,
 nuts, 2 brass rod, 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 glasses, 1 spring for safety valves,
 12 junk ring bolts, 1 set of valves for each auxiliary pump, 1 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.



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Dates of Survey while building
During progress of work in shops - -
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 $P = \frac{3}{8}$ $S = \frac{3}{8}$ 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 Copper Test pressure 400 lb/sq. in. 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 lb/sq. in. 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. ✓

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

For Fee see No. 59292.
The amount of Entry Fee ... £ : :
Special L.M.C. ... £ 6 : 9 : 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 1 : 8 : 7
When applied for collected by Glasgow & credited to 1938.
When received, 10-2-38.
J.H. Campbell
Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRL 18 FEB 1938

Assigned + LMC 2.38
JS OG 15B 200 lb



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