

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

13 MAR. 1926

Date of writing Report 3-5-1926 When handed in at Local Office 4-5-1926. Port of Greenock.No. in Survey held at Greenock.
Reg. Book. on the SS "QUERCUS"Date, First Survey 3rd November 1924. Last Survey 5th May 1926.
(Number of Visits 11.)

Built at Greenock. By whom built Jurlop Bremner & Co. Ltd. Yard No. 350 Tons { Gross 2694
Net 2539
When built 1926

Engines made at Glasgow By whom made S. Rowan & Co. Ltd. Engine No. 496 when made 1926

Boilers made at " By whom made " Boiler No. 496 when made 1926

Registered Horse Power " Owners Arbor Shipping Company Ltd. Port belonging to London.

Nom. Horse Power as per Rule 250 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

ENGINES, &c.—Description of Engines.

Dia. of Cylinders Length of Stroke Revs. per minute 68 No. of Cylinders No. of Cranks

Dia. of Crank shaft journals as per rule as fitted Dia. of Crank pin Crank webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis Thickness around eye-hole

Diameter of Thrust shaft under collars as per rule as fitted Diameter of Tunnel shaft as per rule as fitted Diameter of Screw shaft as per rule as fitted Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes.

If the liner is in more than one length are the joints burned See Glasgow Report No. 45430 Is the after end of the liner made watertight in the propeller boss Yes.

between the bearings in the stern tube, is the space charged with 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated

Pitch of Propeller No. of Blades State whether Moveable Total Surface square feet.

No. of Feed Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work

No. of Bilge Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work

Total number and size of power driven Feed and Bilge Auxiliary Pumps 3 - 8" x 10" x 8. 8" x 5" x 8. 6 1/2" x 4" x 6.

No. and size of Pumps connected to the Main Bilge Line 3 - 8" x 10" x 8 8" x 5" x 8 6 1/2" x 4" x 6.

No. and size of Ballast Pumps 1 - 8" x 10" x 8 No. and size of Lubricating Oil Pumps, including Spare Pump None

Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suctions connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 - 2 1/2". Tunnel Well 1 - 2 1/2". and in Holds, &c. N^o 1, 2 - 2 1/2" N^o 2, 2 - 3".

N^o 3, 2 - 3 1/4".

No. and size of Main Water Circulating Pump Bilge Suctions One at 4 1/2" No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges One - 4" 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 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 None How are they protected Yes.

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 Screw Shaft Tunnel watertight Yes. Is it fitted with a watertight door Yes. worked from Eng. Lof.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4062 sq. ft.

Is Forced Draft fitted No. No. and Description of Boilers 2, S.B. Working Pressure 180

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes.

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes

(If not state date of approval)

General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements YesSPARE GEAR. State the articles supplied:—2 Connecting rod top end bolts and nuts.2 Connecting rod bottom end bolts and nuts. 2 Main bearing bolts.1 set of coupling bolts. 1 set of feed and bilge pump valves.1 set of Piston Springs. A quantity of assorted bolts and nuts.Iron of various sizes.

The foregoing is a correct description
For David Rowan & Co. Ltd.
Arch. W. Grierson

Manufacturer.



© 2020

Lloyd's Register

W1039-0053

(1924) Nov 3. (1925) Jan 27. Feb 9. (1926) Feb 17. 22. Mar 25. 15. 26. 31. May 5.

Dates of Survey while building { During progress of work in shops - - }
{ During erection on board vessel - - - }
Total No. of visits 11.

Dates of Examination of principal parts - Cylinders ✓ Slides ✓
Covers ✓ Pistons ✓ Rods ✓
Connecting rods ✓ Crank shaft ✓ Thrust shaft ✓
Tunnel shafts ✓ Screw shaft ✓ Propeller ✓
Stern tube ✓ Engine and boiler seatings 9-2-25 Engines holding down bolts 5-3-26.
Completion of pumping arrangements 26-3-26 Boilers fixed 22-2-26. Engines tried under steam 26-3-26.
Completion of fitting sea connections 3-11-24. Stern tube 3-11-24. Screw shaft and propeller 24-1-25.
Main boiler safety valves adjusted 26-3-26. Thickness of adjusting washers P 3/8 S 1/4 B P 3/8 S 3/8
Material of Crank shaft ✓ Identification Mark on Do. ✓
Material of Thrust shaft ✓ Identification Mark on Do. ✓
Material of Tunnel shafts ✓ Identification Marks on Do. ✓
Material of Screw shafts ✓ Identification Marks on Do. ✓
Material of Steam Pipes Lapwelded Steel Test pressure 540 lbs Date of Test 1-3-26.
Is an installation fitted for burning oil fuel ✓ Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery has been well fitted on board the vessel, and tried under full power with satisfactory results. The vessel is eligible in my opinion to be classed in the Register Book, with record of survey + LMC 5-26. as recommended in Glasgow Report 45430.

It is submitted that this vessel is eligible for THE RECORD. + LMC 5. 26. CL.

W.D. 20/5/26

The amount of Entry Fee ... £ 1/5 ✓
Special ... £ 12 ✓
Donkey Boiler Fee ... £ 45.430 ✓
Travelling Expenses (if any) £ : :
When applied for, From 19
When received, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 MAY 1926
Assigned + LMC 5.26



© 2020 Lloyd's Register Foundation