

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 17886.

Report 3rd Oct 1930 When handed in at Local Office 3rd Oct 1930 Port of Leith
 Survey held at Burntisland Date, First Survey 8th Aug. Last Survey 1st Oct 1930
 on the S.S. "QUEENSBURY" (Number of Visits 8)
 Burntisland By whom built The Burntisland S.B. Co Ltd Yard No. 162 Tons { Gross 3911.05
 Made at Glasgow By whom made D. Rowan & Co Engine No. 933 When built 1930
 Made at Glasgow By whom made D. Rowan & Co Boiler No. 933 when made 1930
 Horse Power 381 Owners The Alexander Shipping Co Ltd Port belonging to London
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 which Vessel is intended ✓

ES, &c.—Description of Engines
 Cylinders Length of Stroke No. of Cylinders Revs. per minute
 dia. of journals as per Rule Crank pin dia. No. of Cranks
 as fitted Crank webs Mid. length breadth Thickness parallel to axis
 as per Rule Mid. length thickness shrunk Thickness around eye-hole
 as fitted Thrust shaft, diameter at collars as per Rule
 as fitted as fitted Is the { tube } shaft fitted with a continuous liner {
 as fitted as fitted Is the after end of the liner made watertight in the
 If the liner is in more than one length of the junctions made by fusion through the whole thickness of 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
 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
 If so, state type See Length of Bearing in Stern Bush next to and supporting propeller
 Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 No. and size Pumps connected to the { No. and size
 How driven Main Bilge Line { How driven
 Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size
 Independent means arranged for circulating water through the Oil Cooler
 Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Engine and Boiler Room Starboard 2-2 1/2" Port 1-2 1/2" Tunnel Well 1-2 1/2"
No 1 Hold 2-3" No 2 Hold 2-3 1/2" No 4 Hold 2-3 1/2" No 5 Hold 2-3"
 Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
1-4 1/2" fitted on port side Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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
 Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both
 Suctions 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
 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
 Suctions pass through the bunkers Bilge Suctions to fore & hold How are they protected In the limbers
 Suctions pass through the deep tanks ✓ Have they been tested as per Rule ✓
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 yes Is it fitted with a watertight door yes worked from Top platform

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
 Draft fitted No. and Description of Boilers Working Pressure
REPORT ON MAIN BOILERS NOW FORWARDED?
DONKEY BOILER FITTED? If so, is a report now forwarded?
 Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements Oil fuel Burning Piping Arrangements

GEAR. State the articles supplied:—
See Gls. Rpt No. 50772
waterproof
0 3 1

The foregoing is a correct description,

Manufacturer.

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

Aug 8. 19. 25. 28. Sept 5. 11. 18 Oct 1.

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, 19.8.30

Propeller in place 28.8.30

Stern tube in place 19.8.30

Engine and boiler seatings 25.8.30

Engines holding down bolts 11.9.30

Completion of fitting sea connections 25.8.30

Completion of pumping arrangements 18.9.30

Boilers fixed 11.9.30

Engines tried under steam 18.9.30

Main boiler safety valves adjusted 18.9.30

Thickness of adjusting washers Port B. P.V. 5/16 S.V. 1/2 Star B. P.V. 5/16

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

Test pressure

Date of Test

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

Is this machinery duplicate of a previous case

Yes

If so, state name of vessel Skeldergate.

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

This Machinery has been efficiently fitted on board, the materials & workmanship being sound & good. On completion all safety valves were adjusted under steam, & the Main & Auxiliary Machinery were tried under steam & were found satisfactory.

In my opinion the Machinery is in good order & conditater & is eligible to be classed in the Register Book with the notations of + L.M.C. 10-30, & T.S. C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 10-30.

C-L

2SB(FD) 2 1 AUX S.B.

8cf.

GS. 151

H. 552

6/10/30.

The amount of Entry Fee ... £
Special ... £
Donkey Boiler Fee ... £
Travelling Expenses (if any) £ 1 : 6 : 0

When applied for, 3/10 19.30

When received, 11.10.30

John Houston
Engineer Surveyor to Lloyd's Register of Shipping.

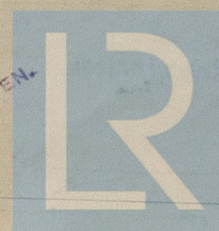
Committee's Minute

TUE. 7 OCT 1930

Assigned

+ L.M.C. 10.30

C.L.



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