

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

14 MAY 1934

Date of writing Report 11/5/1934 When handed in at Local Office 11/5/1934 Port of Leith  
 No. in Survey held at Burntisland Date, First Survey 6/3/34 Last Survey 4/5/1934  
 Reg. Book. on the S/S "ISLAND QUEEN" (Number of Visits 8) Gross Tons 781  
 Built at Burntisland By whom built Burntisland S.B.C. Ltd. Yard No. 180 Net Tons 429  
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. 970 When made 1934  
 Boilers made at " By whom made " Boiler No. 970 When made 1934  
 Registered Horse Power 112 Owners London & Channel Island S.B.C. Ltd. Port belonging to London  
 m. Horse Power as per Rule 112 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 ade for which Vessel is intended "

## GINES, &amp;c.—Description of Engines

No. of Cylinders 2 Length of Stroke 18" No. of Cylinders 2 Revs. per minute 180  
 Crank shaft, dia. of journals as per Rule Crank pin dia. as fitted Crank webs Mid. length breadth Thickness parallel to axis shrunk  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule Thickness around eye-hole shrunk  
 e Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the after end of the liner made watertight in the Yes  
 size Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the Yes  
 If the liner is in more than one length and the junctions made by fusion through the whole thickness of the liner Yes  
 e 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 Yes  
 no liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes  
 If so, state type See Glasgow Length of Bearing in Stern Bush next to and supporting propeller 20 2 1/2"  
 Peller, dia. 18" Pitch 18" No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface sq. feet  
 Pumps worked from the Main Engines, No. 2 Diameter 18" Stroke 18" Can one be overhauled while the other is at work Yes  
 e Pumps worked from the Main Engines, No. 2 Diameter 18" Stroke 18" Can one be overhauled while the other is at work Yes  
 d No. and size 20 2 1/2" Pumps connected to the Main Bilge Line 20 2 1/2" How driven By engine  
 s How driven By engine Lubricating Oil Pumps, including Spare Pump, No. and size 20 2 1/2"  
 st Pumps, No. and size 20 2 1/2" Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Yes  
 o independent means arranged for circulating water through the Oil Cooler Yes In Holds, &c. 20 3"  
 Pumps;—In Engine and Boiler Room 20 2 1/2" In Holds, &c. 20 3"  
 up Room 20 2 1/2" In Holds, &c. 20 3"  
 Water Circulating Pump Direct Bilge Suctions, No. and size 18 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, Yes  
 d size 18 3" 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  
 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
 y 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 Yes  
 y 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  
 Pipes pass through the bunkers Bilge suction to hold How are they protected By wood bilge ceiling  
 Pipes pass through the deep tanks Yes Have they been tested as per Rule Yes  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 rangement 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 Yes  
 ment to another Yes Is the Shaft Tunnel watertight Engines aft Is it fitted with a watertight door Yes worked from Yes

## BOILERS, &amp;c.—(Letter for record)

Total Heating Surface of Boilers

ced Draft fitted Yes No. and Description of Boilers 20 2 1/2" Working Pressure 150 lbs.

REPORT ON MAIN BOILERS NOW FORWARDED?

DONKEY BOILER FITTED?

Donkey boiler intended to be used for domestic purposes only

N.S. Are approved plans forwarded herewith for Shafting Yes  
 (If not state date of approval) See Glasgow

aters

General Propulsion Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Spare gear required by the Rules been supplied YesPrincipal additional spare gear supplied Yes

The foregoing is a correct description,

Manufacturer.



© 2019

Lloyd's Register  
Foundation

W401-0071

*During progress of work in shops - -* ✓

Dates of Survey while building *During erection on board vessel - - -* *March 6<sup>th</sup>, 23<sup>rd</sup>, April 5<sup>th</sup>, 11<sup>th</sup>, 24<sup>th</sup>, 28<sup>th</sup>, May 2<sup>nd</sup> 1934*

Total No. of visits *8*

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓

Pistons ✓ Piston Rods ✓ Connecting rods ✓

Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓

Tube shaft ✓ Screw shaft ✓ Propeller ✓

Stern tube *5/4/34* Engine and boiler seatings *6/3/34* Engines holding down bolts *24/4/34*

Completion of fitting sea connections *11/4/34*

Completion of pumping arrangements *28/4/34* Boilers fixed *24/4/34* Engines tried under steam *4/5/34*

Main boiler safety valves adjusted *28/4/34* Thickness of adjusting washers *P 3/8 S 3/8*

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 lbs* Date of Test *23/4/34*

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 *"London Queen"*

**General Remarks** (State quality of workmanship, opinions as to class, &c.) *This machinery has been efficient*

*fitted on board, the materials & workmanship being sound & good*

*On completion the safety valves were adjusted under steam & the Main & Auxiliary Machinery were tried under working conditions & found satisfactory*

*This machinery in my opinion is in safe working condition & eligible to be classed in the Register Book with the notation of LMC 5-34 TS 5-34*

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

The amount of Entry Fee ... £ *La Gb Rpt : No 54400*

Special ... £ *8-5-1934*

Donkey Boiler Fee ... £

Travelling Expenses (if any) £ *1 : 3 : 5 15/5/34*

When applied for, *8-5-1934*

When received, *15/5/34*

*Chas R. Rowcliffe*  
Engineer Surveyor to Lloyd's Register of Shipping

TUE. 31 JUL 1934

Committee's Minute

Assigned

*+ Lmb 5.34 Subject*  
*09*

