

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 APR 1934 14 MAY 1934

Date of writing Report 19 When handed in at Local Office 16. 4. 1934 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 15. 1. 34 Last Survey 12. 4. 1934
 Reg. Book. on the new steel S/S Island Queen (Number of Visits 25)
 Built at Buntisland By whom built Buntisland S B Co Ltd Yard No. 180 When built 1934
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 940 When made 1934
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 970 When made 1934
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 112 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute
 Dia. of Cylinders 14"-24"-40" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.707" Crank pin dia. 7 3/4" Crank webs Mid. length breadth 11" Thickness parallel to axis 5"
 as fitted 7 1/2" Mid. length thickness 5" shrunk Thickness around eye-hole 3 9/16"
 Intermediate Shafts, diameter as per Rule 7.34" Thrust shaft, diameter at collars as per Rule 7.707"
 as fitted none as fitted 8"
 Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 8.66" Is the tube shaft fitted with a continuous liner no
 as fitted — as fitted 9 1/4" 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 — as fitted —
 Propeller boss — If the liner is in more than one length are the junctions 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, is 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. no If so, state type — Length of Bearing in Stern Bush next to and supporting propeller WHITE METAL 3 1/2"
 Propeller, dia. 11-0" Pitch 11-6" No. of Blades 4 Material bakelite whether Moveable no Total Developed Surface 40.3 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 14" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 14" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 1 @ 6"-4 x 6" (sump tank) Pumps connected to the { No. and size Ballast pump
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 1 @ 7"-8 1/2" 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
 Pump Room In Holds, &c.

MAIN WATER CIRCULATING PUMP DIRECT BILGE SUCTIONS, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size — Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers How are they protected
 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
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

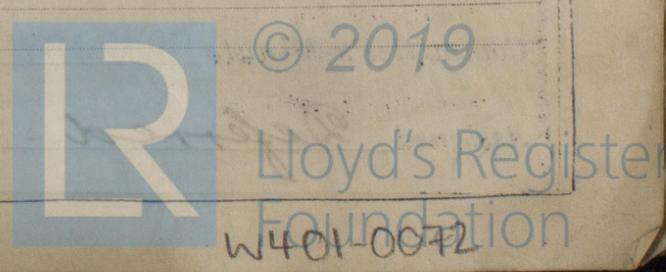
MAIN BOILERS, &c.—(Letter for record (S) Total Heating Surface of Boilers 1953 sq ft
 Forced Draft fitted no No. and Description of Boilers one SB Working Pressure 200
IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —
 Is the donkey boiler intended to be used for domestic purposes only —
PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)
 Superheaters — General Pumping Arrangements no Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Is the spare gear required by the Rules been supplied
 Is the principal additional spare gear supplied

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

Manufacturers.



1934 Jan: 15, 17 Feb: 1, 5, 9, 12, 14, 16, 19, 20, 26, 28 Mar: 2, 8, 9, 13, 14
 During progress of work in shops -- 23, 28, 29, 30 Apr: 3, 6, 12
 Dates of Survey while building
 During erection on board vessel ---
 Total No. of visits 25

Dates of Examination of principal parts—Cylinders 8-3-34 Slides 29-3-34 Covers 8-3-34
 Pistons 21-3-34 Piston Rods 28-3-34 Connecting rods 5-2-34
 Crank shaft 21-3-34 Thrust shaft 29-3-34 Intermediate shafts none
 Tube shaft none Screw shaft 6-4-34 Propeller 6-4-34
 Stern tube 3-4-34 Engine and boiler seatings
 Completion of fitting sea connections
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material J. Steel Identification Mark LLOYD'S No 4803 Thrust shaft material Steel Identification Mark LLOYD'S No 4803
 Intermediate shafts, material Identification Marks L.C.D. 21-3-34 Tube shaft, material Identification Mark L.C.D. 21-3-34
 Screw shaft, material J. Steel Identification Mark LLOYD'S No 4803 Steam Pipes, material Test pressure Date of Test L.C.D. 6-4-34
 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 the use of oil as fuel been complied with
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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. Gls Rpt. No 5325

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The materials and workmanship are good.
 The machinery has been constructed under special survey and has been sent to Burntisland to be fitted in the vessel.

11/16/34

GLASGOW

The amount of Entry Fee ... £ 3 :
 Special dues ... £ 22 : 8 :
 Donkey Boiler Fee due ... £ 5 : 12 :
 Travelling Expenses (if any) £ : :
 When applied for, 17 APR 1934
 When received, 11/5/34

S. Davis
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 17 APR 1934

Assigned Deferred

FRI. 1 JUN 1934
 J. G. 18619
 TUE. 31 JUL 1934
 Lloyd's Register Foundation