

## 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  
Reg. Book.

Glasgow

Date, First Survey 15. 1. 34 Last Survey 12. 4. 1934

(Number of Visits 25)

on the new steel S/S

Tons {  
Gross  
Net

Built at Buntisland By whom built Buntisland SBC Ltd

Yard No. 180

When built 1934

Engines made at Glasgow

By whom made David Rowan &amp; Co. Ltd

Engine No. 940

When made 1934

Boilers made at Glasgow

By whom made David Rowan &amp; Co. Ltd

Boiler No. 940

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, &amp;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"

as fitted 7.707"

Crank pin dia. 7.707"

Crank webs

Mid. length breadth 11"

Thick. parallel to axis 5"

Intermediate Shafts, diameter as per Rule 7.34"

as fitted none

Thrust shaft, diameter at collars as per Rule 7.707"

as fitted 8"

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule 8.66"

as fitted 9.4"

Is the tube

screw

shaft fitted with a continuous liner no liner

Bronze Liners, thickness in way of bushes as per Rule

as fitted

Thickness between bushes as per Rule

as fitted

Is the after end of the liner made watertight in the

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

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. 11'-0" Pitch 11'-6"

No. of Blades 4

Material bakelite

whether Moveable no

Total Developed Surface 40.3 sq. feet

Suction 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" (Gum Dry)

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

In Holds, &amp;c.

Pump Room

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

apartment to another

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &amp;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 &amp; Co. Ltd

Arch. H. Grierson

Manufacturers.



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Lloyd's Register

Foundation

W401-0042



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 Engines holding down bolts

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 N24803 L.C.D. 21-3-34 Thrust shaft material J. Steel Identification Mark LLOYD'S N24803 L.C.D. 29-3-34  
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material J. Steel Identification Mark LLOYD'S N24803 L.C.D. 6-4-34 Steam Pipes, material Test pressure Date of Test

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. N° 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

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

Committee's Minute GLASGOW 17 APR 1934

Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping

FRI. 1 JUN 1934

TUE. 31 JUL 1934

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