

Rpt. 4.

No. 19016.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 17/2/1936 When handed in at Local Office 17/2/1936 Port of Leith Received at London Office 18 FEB 1936

No. in Survey held at Burntisland Date, First Survey 22/11/35 Last Survey 13/2/1936
 Reg. Book. 38116 on the S/S "FULHAM" (Number of Visits 11)

Built at Burntisland By whom built Burntisland SBC Ltd Yard No. 193 Tons { Gross 448
 Engines made at Sunderland By whom made NE Marine Eng Co Ltd Engine No. 2829 When built 1936
 Boilers made at Sunderland By whom made NE Marine Eng Co Ltd Boiler No. 2829 When made 1936
 Registered Horse Power - Owners Fulham Borough Council Port belonging to London
 Nom. Horse Power as per Rule 185 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Coasting

ENGINES, &c.—Description of Engines

Dia. of Cylinders as per Rule Length of Stroke as fitted No. of Cylinders as per Rule Revs. per minute as fitted
 Crank shaft, dia. of journals as per Rule Crank pin dia. as fitted No. of Cranks as per Rule
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collar as per Rule
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner {
 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
 propeller boss as fitted 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 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. as per Rule Pitch as fitted No. of Blades as per Rule Material as fitted whether Movable as fitted Total Developed Surface as fitted sq. feet
 Feed Pumps worked from the Main Engines, No. as per Rule Diameter as fitted Stroke as fitted Can one be overhauled while the other is at work
 Bilge Pumps worked from as per Rule Engines, No. as fitted Diameter as fitted Stroke as fitted Can one be overhauled while the other is at work
 Feed Pumps { No. and size as per Rule Pumps connected to the { No. and size as fitted
 { How driven as fitted Main Bilge Line { How driven as fitted
 Ballast Pumps, No. and size as per Rule Lubricating Oil Pumps, including Spare Pump, No. and size as fitted
 Are two independent means arranged for circulating water through the Oil Cooler as fitted Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room as fitted In Pump Room as fitted In Holds, &c. as fitted

Main Water Circulating Pump Direct Bilge Suctions, No. and size as per Rule Independent Power Pump Direct Suctions to the Engine Room Bilges, as fitted
 No. and size as fitted Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones as fitted
 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 as fitted
 Are all Sea Connections fitted direct on the skin of the ship as fitted Are they fitted with Valves or Cocks as fitted
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates as fitted Are the Overboard Discharges above or below the deep water line as fitted
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel as fitted Are the Blow Off Cocks fitted with a spigot and brass covering plate as fitted
 What Pipes pass through the bunkers as fitted How are they protected as fitted
 What pipes pass through the deep tanks as fitted Have they been tested as per Rule as fitted
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times as fitted
 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 as fitted Is the Shaft Tunnel watertight as fitted Is it fitted with a watertight door as fitted worked from as fitted

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

Is Forced Draft fitted as per Rule No. and Description of Boilers as fitted Working Pressure as fitted

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting (If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - - (1935) Nov 22, 28 Dec 6, 19 (1936) Jan 13, 17, 23, 28 Feb 3, 10, 13
 Total No. of visits 11

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 6/12/35
 Stern tube Engine and boiler seatings 6/12/35 Engines holding down bolts 13/1/36
 Completion of fitting sea connections 6/12/35
 Completion of pumping arrangements 23/1/36 Boilers fired 13/1/36 Engines tried under steam 13/2/36
 Main boiler safety valves adjusted 10/2/36 Thickness of adjusting washers MB $P\frac{3}{8}$ $S\frac{3}{8}$ DB $A\frac{1}{2}$ F $\frac{3}{4}$
 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 30. steel Test pressure 600 lbs. Date of Test 8-1-36
 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 No If so, state name of vessel ✓

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, main boilers 200 lbs, donkey boiler 100 lbs & the Main & Auxiliary machinery was tried under working conditions & found satisfactory.
 This machinery in our opinion is in safe working condition & eligible to be classed in the Register Book with the notation of LMC 2-36 & TS (06)

The amount of Entry Fee ... £
 Special ... £
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £
 When applied for, 17-2-1936.
 When received, 11-3-1936.
 Charles R. Rouchiffe
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + LMC 2.36 F.D. O.G.



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