

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 APR 1942

Date of writing Report 7-4-1942 When handed in at Local Office 9-4-1942 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 21-1-42 Last Survey 6-4-1942
 Reg. Book. 39003 on the S.S. "WILLIAM PEARMAN." (Number of Visits 8) Gross Tons 1552
 Net Tons 891
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 257 When built 1942
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1098 When made 1942
 Boilers made at Glasgow & Annan By whom made J. Rowan & Co. Ltd. & Buchanan & Co. No. MAIN 1098 When made 1942
DONKEY 15229
 Registered Horse Power _____ Owners London Power Co. Ltd. Port belonging to London
 Nom. Horse Power as per Rule 184 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended _____

ENGINES, &c.—Description of Engines

Revs. per minute 89 (LOADED VESSEL)

Dia. of Cylinders _____ Length of Stroke _____ No. of Cylinders _____ No. of Cranks _____
 Crank shaft, dia. of journals _____ as per Rule _____ Crank pin dia. _____ Crank webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 as fitted _____ Mid. length thickness _____ shrunk _____ Thickness around eye hole _____
 Intermediate Shafts, diameter _____ as per Rule _____ Thrust shaft, diameter at collars _____ as per Rule _____
 as fitted _____ as fitted _____
 Tube Shafts, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as per Rule _____
 as fitted _____ as fitted _____ tube screw shaft fitted with a continuous liner {
 Bronze 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
 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 propeller 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
 a t _____ If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller _____
 Propeller, dia. _____ Pitch _____ No. of Blades _____ Material _____ whether Moveable _____ Total Developed Surface _____ sq. feet
 Feed Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
 Feed Pumps _____ No. and size _____ Pumps connected to the _____ No. and size _____ How driven _____
 How driven _____ Main Bilge Line _____ How driven _____
 Ballast Pumps, No. and size one, 9" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size _____
 Are two independent means arranged for circulating water through the Oil Cooler _____
 Bilge Pumps;—In Engine and Boiler Room 1 forward 2 1/2" dia. 1 engine room well 2 1/2" dia. 1 direct 3 1/2" dia. Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Pump Room Yes In Holds, &c. Yes
Nº 1 Hold, one in well, 3 1/2" dia. Nº 2 Hold, 1 port, 1 star, in well 3" dia.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size one, at 5" dia. independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size one, at 3 1/2" dia. Are all the Bilge Suction Pipes in holds and _____ well fitted with strum-boxes Yes
 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 Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes, except 1 main tank infection on starboard reservoir. Are they fitted with Valves or Cocks. Both
 Are they 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 Below
 Are they 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
 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 Yes
 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 Yes Is the Shaft Tunnel watertight Engined aft Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record _____)

Total Heating Surface of Boilers _____

Which Boilers are fitted with Forced Draft _____

Which Boilers are fitted with Superheaters _____

No. and Description of Boilers _____

Working Pressure _____

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes, Glasgow Report Nº 65197.

IS A DONKEY BOILER FITTED? _____

If so, is a report now forwarded? _____

Can the donkey boiler be used for domestic purposes only _____

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 YesState the principal additional spare gear supplied See list.

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 - - - 21/1/42, 2/2/42, 26/2/42, 4/3/42, 11/3/42, 16/3/42, 19/3/42, 6/4/42.
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 in place 2-2-42 Propeller in place 2-2-42
Stern tube in place 2-2-42 Engine and boiler seatings 2-2-42 Engines holding down bolts 11-3-42
Completion of fitting sea connections 2-2-42
Completion of pumping arrangements 19-3-42 Boilers fixed 16-3-42 Engines tried under steam 19-3-42 & 6-4-42
Main boiler safety valves adjusted 19-3-42 Thickness of adjusting washers MAIN BOILER P=3/8" S=3/8" DONKEY BOILER P=1/2" S=1/2"
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 ✓
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 S.S. "SIR LEONARD PEARCE" Lth. Rpt. N° 205

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery - Glasgow Report N° 65197 has been efficiently fitted on board, the materials and workmanship being sound and good. On completion, the main and donkey boiler safety valves were adjusted to suit the working pressure and the Main and Auxiliary machinery were tried under working conditions at sea and found satisfactory. This machinery in my opinion, is in a safe working condition and eligible to be classed in the Register Book with the notation of L.M.C. 4-42, T.S.C.L., F.I.

The amount of Entry Fee ... £ 9 : 4 : 0 When applied for,
Special ... £ 9 : 4 : 0 9-4-42
Donkey Boiler Fee ... £ : : : When received,
Travelling Expenses (if any) £ 1 : 8 : 6 19

J. F. Campbell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 21 APR 1942

Assigned



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