

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report *Feb 21st 1942* When handed in at Local Office *9: 3: 10th 2* Port of *Glasgow*
 No. in Survey held at *08 Glasgow* Date, First Survey *28: 8: 41* Last Survey *24: 2: 1942*
 Reg. Book. on the *SS. "WILLIAM PEARMAN"* (Number of Visits *33*)
 Built at *Burntisland* By whom built *Burntisland S.B. Co. Ltd* Yard No. *267* Tons { Gross
 Engines made at *Glasgow* By whom made *Messrs David Rowan & Co* Engine No. *1098* When built *1942*
 Boilers made at *Glasgow* By whom made *Messrs David Rowan & Co* Boiler No. *1098* When made *1942*
 Registered Horse Power *1070* Owners Port belonging to
 Nom. Horse Power as per Rule *184* Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion
 Dia. of Cylinders *16 1/2" : 27 1/2" : 46"* Length of Stroke *33* No. of Cylinders *3* Revs. per minute
 Crank shaft, dia. of journals *as per Rule 9.167"* Crank pin dia. *9 3/4"* Crank webs *18 1/4"* No. of Cranks *3*
 Intermediate Shafts, diameter *as per Rule 8.73"* Thrust shaft, diameter at collars *as per Rule 9.167"*
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule 10 1/4"* Is the { tube } shaft fitted with a continuous liner { *Yes*
 Bronze Liners, thickness in way of bushes *as per Rule 5.97"* Thickness between bushes *as per Rule 4.48"* Is the after end of the liner made watertight in the
 propeller boss *Yes* If the liner is more than one length are the junctions made by fusion through the whole thickness of the liner *Yes*
 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 *Yes*
 If two 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
 a t *Yes* If so, state type *white metal ring running on brass faced ring with india rubber compensation ring* Length of Bearing in Stern Bush next to and supporting propeller *3'-6"*
 Propeller, dia. *13'-2"* Pitch *13'-3"* No. of Blades *4* Material *C.I.* whether Moveable *Solid* Total Developed Surface *58* sq. feet
 Feed Pumps worked from the Main Engines, No. *2* Diameter *2 3/4"* Stroke *18"* Can one be overhauled while the other is at work *Yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *3"* Stroke *18"* Can one be overhauled while the other is at work *Yes*
 Feed { No. and size *1 @ 6"x4 1/4"x6"* Pumps connected to the { No. and size
 Pumps { How driven *Steam* Main Bilge Line { How driven
 Ballast Pumps, No. and size 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 Suctions, connected to both Main Bilge Pumps and Auxiliary
 In 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

27500 sq. ft.

Which Boilers are fitted with Forced Draft

Main

Which Boilers are fitted with Superheaters

No. and Description of Boilers

1 Single Ended

Working Pressure

200 lbs/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

Yes

Can the donkey boiler be used for domestic purposes only

If so, is a report now forwarded?

PLANS.

Are approved plans forwarded herewith for Shafting

10-11-41

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

(If not state date of approval)

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied?

Yes

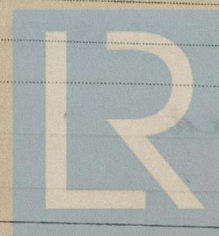
State the principal additional spare gear supplied

See list attached

The foregoing is a correct description.

For David Rowan & Co. Ltd.
Arch. W. Grierson

Manufacturer.



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Lloyd's Register
Foundation

005377 - 005386 - 0256

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

1941 Aug.: 28 Sep.: 10. 15 Nov.: 3. 5. 26 Dec.: 4. 8. 9. 17. 23. 25. 31 (1942) Jan.: 2. 5. 6. 7. 9. 13

19. 21. 24. 26. 29 Feb.: 2. 3. 6. 10. 11. 16. 18. 19. 24

33

Dates of Examination of principal parts—Cylinders 9-1-42 Slides 6-2-42 Covers 9-1-42
Pistons 3-2-42 Piston Rods 6-2-42 Connecting rods 6-2-42
Crank shaft 31-12-41 Thrust shaft 9-1-42 Intermediate shafts none
Tube shaft ✓ Screw shaft 21-1-42 Propeller 21-1-42
Stern tube 24-1-42 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

Identification Mark

11191, HA12JM5

Thrust shaft material

Identification Mark

11191, F2910, HA

Intermediate shafts, material

Identification Marks

11191, F2911, HA1

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

64, 21-1-42

Steam Pipes, material

SD. Steel

Test pressure

600 lbs.

Date of Test

11-2-42

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

SS. "Sir Leonard Pearce" Gas Report 4

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General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery has been built under Special Survey and in accordance with the rules. The materials and workmanship are good.

It has been sent to Burntisland for fitting on board.

When the machinery has been efficiently secured in position on board and satisfactorily tried under working conditions it will be eligible in my opinion, for classification in the Register Book, with record of + L.M.E. with date and notation C.L.

The amount of Entry Fee ... £ 3 : - : When applied for,
Special £46.. 46.0% £ 36 : 16 : 0 10 MAR 1942
Donkey Boiler Fee 4.0% £ 9 : 4 : 0 When received,
Travelling Expenses (if any) £ : : 19

Committee's Minute GLASGOW 10 MAR 1942

Assigned signed

Prof. Munn - H.P. Gibbeson
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 21 APR 1942

See Lth. J.E. 20674
Lloyd's Register Foundation