

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 12 MAR 1942

Date of writing Report Feb 21st 1942 When handed in at Local Office 9: 3: 10th 2nd Port of Glasgow

No. in Survey held at 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 Net 1942
 Engines made at Glasgow By whom made Messrs David Rowan & Co Engine No. 1098 When made 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" as fitted 9 1/2" Crank pin dia. 9 3/4" No. of Cranks 3
 Intermediate Shafts, diameter as per Rule 8.73" as fitted hone Thrust shaft, diameter at collars as per Rule 9.167" as fitted 9 1/2"
 Tube Shafts, diameter as per Rule _____ as fitted _____ Screw Shaft, diameter as per Rule 9.83" as fitted 10 1/4" Is the tube shaft fitted with a continuous liner? Yes
 Bronze Liners, thickness in way of bushes as per Rule .597" as fitted 5/8" Thickness between bushes as per Rule .448" as fitted 9/16" 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? Yes
 Propeller, dia. 13'-2" Pitch 13'-3" No. of Blades 4 Material Cl. 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 Pumps { No. and size 1 @ 6"x4 1/4"x6" How driven Steam Pumps connected to the Main Bilge Line { No. and size _____ 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 _____ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room _____ 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 fitted 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? Yes If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting 10-11-41 Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 Superheaters Yes 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.
 Archd. W. Grierson

Manufacturer.



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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

Dates of Survey while building
 During progress of work in shops ---
 During erection on board vessel ---
 Total No. of visits

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, HA12JM TPB. 31-12-41 Thrust shaft material Identification Mark 11191, F2910, HA TPB. 9-1-42
 Intermediate shafts, material Identification Marks 11191, F2911, HA1 Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark TPB. 21-1-42 Steam Pipes, material 50 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 No. 6443

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 Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 3 : - : When applied for, 10 MAR 1942
 Special £46.. 4s. 6d. £ 36 : 16 : 0
 Donkey Boiler Fee 1s. 6d. £ 9 : 4 : 0 When received,
 Travelling Expenses (if any) £ : : 19

John Murray — *A.P. Gibbeson*
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 10 MAR 1942

Assigned *Deputed*

TUE. 21 APR 1942
 See Lth. J.E. 20674
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