

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 9 OCT 1941

Date of writing Report 1-10-1941 When handed in at Local Office 8-10-1941 Port of Leith  
 No. in Survey held at Burntisland Date, First Survey 11-7-41 Last Survey 24-9-1941  
 Reg. Book. 38451 on the S.S. "SIR LEONARD PEARCE." (Number of Visits 9) Gross 1580  
 Tons Net 911  
 Built at Burntisland By whom built Burntisland Shipbuilding Co. Ltd. Yard No. 251 When built 1941  
 Engines made at Glasgow By whom made J. Howan & Co. Ltd. Engine No. 1086 When made 1941  
 Boilers made at Glasgow & Annan By whom made J. Howan & Co. Ltd. & Buchanan's Boiler No. MAIN. 20830  
2.8.20819 When made 1941  
 Registered Horse Power 184 Owners London & Lancashire 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**

Dia. of Cylinders	Length of Stroke	No. of Cylinders	No. of Cranks
as per Rule	Crank pin dia.	Mid. length breadth	Thickness parallel to axis
as fitted		Crank webs	shrunk
		Mid. length thickness	Thickness around eye-hole
Intermediate Shafts, diameter		Thrust shaft, diameter at collars	
as per Rule		as fitted	
as fitted			
Tube Shafts, diameter	Screw Shaft, diameter	Is the tube	shaft fitted with a continuous liner
as per Rule	as per Rule	as fitted	
as fitted	as fitted		
Bronze Liners, thickness in way of bushes	Thickness of bushes	Is the after end of the liner made watertight in the	
as per Rule	as fitted		
as fitted			
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		
shaft	Length of Bearing in Stern Bush next to and supporting propeller		
If so, state type			
Propeller, dia.	Pitch	No. of Blades	Material
			whether Moveable
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 Main Bilge Line	No. and size
How driven		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		Suctions, connected to both Main Bilge Pumps and Auxiliary	
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.
In Pump Room			
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.	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	MAIN BELOW, OTHERS ABOVE.
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	Bilge suction	How are they protected	Wood ceiling
What pipes pass through the deep tanks		Have they been tested as per Rule	yes.
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	engines 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?

IS A DONKEY BOILER FITTED? yes Rpt. No. 64214 & 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 Main Boilers Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied yes.

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



© 2020

Lloyd's Register  
Foundation

005470-005479-0207



During progress of work in shops - - -  
 Dates of Survey while building  
 During erection on board vessel - - - 11/7/41, 23/7/41, 4/8/41, 24/8/41, 28/8/41, 3/9/41, 5/9/41, 18/9/41, 24/9/41.  
 Total No. of visits 9.

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 4-8-41 Propeller in place 4-8-41.  
 Stern tube in place 23-7-41. Engine and boiler seatings 4-8-41 Engines holding down bolts 5-9-41.  
 Completion of fitting sea connections 4-8-41  
 Completion of pumping arrangements 18-9-41 Boilers fixed 5-9-41. Engines tried under steam 18-9-41 & 24-9-41.  
 Main boiler safety valves adjusted 18-9-41 Thickness of adjusting washers MAIN BOILER. "  $P = \frac{5}{16}$  "  $S = \frac{5}{16}$  " DONKEY BOILER  $P = \frac{1}{16}$  "  $S = \frac{21}{32}$  "  
 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. "AMBROSE FLEMING" Ltd. Rpt. N-203

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery—see Glasgow Rpt. 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.-9-41, T.S.C.L., F.A.

The amount of Entry Fee ... £ 9 : 4 : 0  
 Special ... £  
 Donkey Boiler Fee ... £  
 Travelling Expenses (if any) £ 1 : 7 : 0

collected by H.L. 2  
 credited to Rtl.  
 When applied for, 19  
 When received, 19

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

Committee's Minute RI. 17 OCT 1941

Assigned

+ dmb. 9.41  
 J.D., C.L.



© 2020

Lloyd's Register Foundation