

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 8/9/1933 When handed in at Local Office 8/9/1933 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 26/6/33 Last Survey 7/9/1933
 Reg. Book. 41057 on the S/S "PULBOROUGH" (Number of Visits 9)
 Built at Burntisland By whom built Burntisland SBC & L Yard No. 178 Tons Gross 960.14
 Engines made at Glasgow By whom made David Rowan & Co L Engine No. 959 When built 1933
 Boilers made at — By whom made — Boiler No. 959 When made 1933
 Registered Horse Power 118 Owners Stephenson Clarke & Associated Co L Port belonging to London
 Nom. Horse Power as per Rule 118 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 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 Crank webs as per Rule No. of Cranks as fitted
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner as fitted
 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 joints made by fusion through the whole thickness of the liner as fitted
 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 as fitted
 If two liners are fitted, is the shaft lapped or protected between the liners as fitted Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft as fitted
 Propeller, dia. as per Rule Pitch as fitted No. of blades as fitted Material as fitted whether Movable as fitted Total Developed Surface as fitted
 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 as fitted
 Bilge 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 as fitted
 Feed Pumps as per Rule No. and size as fitted How driven as fitted Pumps connected to the Main Bilge Line as fitted No. and size as fitted 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, No. and size as fitted
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes 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

MAIN BOILERS, &c.—(Letter for record as per Rule) Total Heating Surface of Boilers as fitted
 Forced Draft fitted as fitted No. and Description of Boilers as fitted Working Pressure as fitted
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? as fitted
 IS A DONKEY BOILER FITTED? as fitted If so, is a report now forwarded? as fitted
 the donkey boiler intended to be used for domestic purposes only as fitted

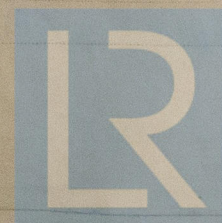
PLANS. Are approved plans forwarded herewith for Shafting as fitted Main Boilers as fitted Auxiliary Boilers as fitted Donkey Boilers as fitted
 (If not state date of approval) General Pumping Arrangements as fitted Oil fuel Burning Piping Arrangements as fitted
 Superheaters as fitted

SPARE GEAR

Is the spare gear required by the Rules been supplied as fitted
 Is the principal additional spare gear supplied as fitted

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register Foundation

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During progress of work in shops - - - June 26 July 23 Aug 3, 7, 21, 23, 29 Sept 5, 7
During erection on board vessel - - -
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	Propeller
Stern tube 27/7/33	Engine and boiler seatings 26/6/33	Engines holding down bolts 23/8/33
Completion of fitting sea connections 7/8/33		
Completion of pumping arrangements 5/9/33	Boilers fixed 26/6/33	Engines tried under steam 7/9/33
Main boiler safety valves adjusted 29/8/33	Thickness of adjusting washers P 11/32 S 11/32	
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 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 & workmanships being sound & good. On completion all safety valves were adjusted under steam & the Main & Auxiliary machinery were tried under working conditions at sea & found satisfactory. This machinery in my opinion is in safe working condition & eligible to be classed in the Register Book with the notation of LMC 9-33 & TS(CL) 9-33

The amount of Entry Fee ... £
Special ... £
Donkey Boiler Fee ... £
Travelling Expenses (if any) £ 1 : 6/3

When applied for, 8-9-1933
When received, 13-9-1933

Chas R. Rowcliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
+ L.M.C. 9.33
C.L.