

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 1933 When handed in at Local Office 21.8.33 Port of Glasgow
 No. in Survey held at Reg. Book. Glasgow Date, First Survey 13.3.33 Last Survey 21.8.33
 on the new steel S/S "PULBOROUGH" (Number of Vents 3)
 Built at Buntisland By whom built Buntisland SBC Ltd. Yard No. 178 Tons { Gross Net }
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 959 When built 1933
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 959 When made 1933
 Registered Horse Power 118 Owners 22-8-1 Port belonging to 08
 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 22-8-31

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute
 Dia. of Cylinders 14 1/2"-25"-41" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.159" Crank pin dia. 8 1/4" Crank webs Mid. length breadth 12" Thickness parallel to axis 5 3/8" ✓
 as fitted 8 1/4" Mid. length thickness 5 3/8" ✓ Thickness around eye-hole 3 7/8" ✓
 Intermediate Shafts, diameter as per Rule 7 1/2" Thrust shaft, diameter at collars as per Rule 8.159" ✓
 as fitted 7 1/2" as fitted 8 1/4" ✓
 Tube Shafts, diameter as per Rule 8.75" Is the tube shaft fitted with a continuous liner yes
 as fitted 8 1/4" ✓
 Screw Shaft, diameter as per Rule 9" Is the screw shaft fitted with a continuous liner yes
 as fitted 9" ✓
 Bronze Liners, thickness in way of bushes as per Rule 56 Thickness between bushes as per Rule 12" Is the after end of the liner made watertight in the propeller boss yes
 as fitted 9 1/16" ✓ as fitted 12" ✓
 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 yes
 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 no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 3' 0"
 Propeller, dia. 11'-9" Pitch 13'-2 1/2" No. of Blades 4 Material Cast iron whether Movable no Total Developed Surface 44.6 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 15" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size How driven } 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 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

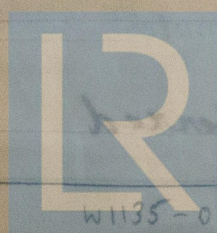
MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 1985 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers 1 SB Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? yes (Lynchman) If so, is a report now forwarded? no
 Is the donkey boiler intended to be used for domestic purposes only
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters General Pumping Arrangements no Oil fuel Burning Piping Arrangements -

SPARE GEAR.

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

The foregoing is a correct description,
 For David Rowan & Co. Ltd.
 Arch. H. Grierson

Manufacturer.



© 2020

Lloyd's Register
Foundation

W1135-0219

1933 Mar: 13. 17. 27 Apr: 6. 13. 19 May: 8. 10. 11. 15. 17. 24 June: 2. 6. 13. 16. 21. 23. 27. 30
During progress of work in shops -- July: 6. 11. 12. 26. 31 Aug: 1. 2. 4. 9. 16. 18. 21
Dates of Survey while building During erection on board vessel --
Total No. of visits 8 2

Dates of Examination of principal parts—Cylinders 16-6-33 Slides 2-8-33 Covers 30-6-33
Pistons 30-6-33 Piston Rods 1-8-33 Connecting rods 27-6-33
Crank shaft 12-7-33 Thrust shaft 11-7-33 Intermediate shafts none
Tube shaft none Screw shaft 12-7-33 Propeller 11-7-33
Stern tube 11-7-33 Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections Boilers fixed Engines tried under steam
Completion of pumping arrangements Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material S. Steel Identification Mark LLOYDS No 9268 L.C.D. 12-7-33 Thrust shaft material S. Steel Identification Mark LLOYDS No 9268 L.C.D. 11-7-33
Intermediate shafts, material none Identification Marks Tube shaft, material none Identification Mark
Screw shaft, material S. Steel Identification Mark LLOYDS No 9268 L.C.D. 12-7-33 Steam Pipes, material Steel Test pressure 600 Date of Test 4-8-33
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 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.)
The materials and workmanship are good.
The machinery has been constructed under special survey and has been seen
to be fitted in the vessel

[Handwritten signature and date: 21/8/33]

The amount of Entry Fee £ 23 : 12 : 6
Special ... 1/5 sd £ 5 : 18 : 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 22 AUG 1933
When received, 19
£ 26.12.0 pd 22 AUG 1933
Committee's Minute GLASGOW 22 AUG 1933
Assigned Deferred 12-9-33
FRI. 15 SEP 1933
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation