

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

21 Oct 1926

Date of writing Report 19 When handed in at Local Office 21-10-1926 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 22nd Feb Last Survey 18-10-1926  
 Reg. Book. on the new steel S/S "PULPIT POINT" (Number of Visits 68) Gross 8621 Tons  
 Built at Port Glasgow By whom built Lithgows Ltd Yard No. 792 When built 1926  
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd Engine No. 832 when made 1926  
 Boilers made at " By whom made " Boiler No. 835 when made 1926  
 Registered Horse Power 666 Owners Vacuum Oil Co. Ltd. Port belonging to  
 Nom. Horse Power as per Rule 666 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 70  
 Dia. of Cylinders 36½"-46"-79" Length of Stroke 54" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 15.42" Crank pin dia. 16½" Mid. length breadth 2'-0" Thickness parallel to axis 10½"  
 as fitted 15¾" Mid. length thickness 10½" shrunk Thickness around eye-hole 7½"  
 Intermediate Shafts, diameter as per Rule 14.69" Thrust shaft, diameter at collars as per Rule 15.42"  
 as fitted 15" as fitted 16"  
 Tube Shafts, diameter as per Rule 16.27" Screw Shaft, diameter as per Rule 16.78" Is the shaft fitted with a continuous liner yes  
 as fitted 16" as fitted 16"  
 Bronze Liners, thickness in way of bushes as per Rule 7.97" Thickness between bushes as per Rule 5.98" Is the after end of the liner made watertight in the propeller boss yes  
 as fitted 12" as fitted 3¼"  
 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  
 Length of Bearing in Stern Bush next to and supporting propeller 5'-10"  
 Propeller, dia. 19'-0" Pitch 19'-0" No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 120 sq. feet  
 Feed Pumps worked from the Main Engines, No. none Diameter — Stroke — Can one be overhauled while the other is at work —  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4½" Stroke 27" Can one be overhauled while the other is at work yes  
 Feed Pumps No. and size 2 @ 12" & 9" & 24" Pumps connected to the Main Bilge Line No. and size 1 @ 8" & 10" & 10" (General donkey)  
 How driven steam How driven steam  
 Ballast Pumps, No. and size General donkey in engine room Lubricating Oil Pumps, including Spare Pump, No. and size none  
 Are two independent means arranged for circulating water through the Oil Cooler none Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 1 @ 5" 4 @ 3" 2 @ 2½"  
 In Holds, &c. oil tank steamer!—Cargo or Ballast suction only.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 12" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5½"  
 Are all the Bilge Suction Pipes in holds and tunnel 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 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 are carried through the bunkers none How are they protected —  
 What pipes pass through the deep tanks cargo pipes 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 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 none Is it fitted with a watertight door heavy apr. worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 9300 sq. ft.  
 Is Forced Draft fitted yes No. and Description of Boilers three single ended Working Pressure 220  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —

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 yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—As per Rules and in addition:—  
 crankshafts, one propeller shaft, one piston rod and nuts, one thrust shoe, one head guide shoe, one bilge pump plunger, one L.P. valve spindle, four propeller blades, one link block with sliders, one eccentric sheave and strap, one air pump rod, nuts and bracket, one pair of crank pin brasses, one pair of top end brasses, one set of piston rings and springs (lockwood and barlow) for each piston and piston valve.

The foregoing is a correct description,

For David Rowan &amp; Co. Ltd.

Archd. N. Grierson

Manufacturer.



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Lloyd's Register  
Foundation

W136-0014



1926 Feb. 22-23-25 Mar 5-8-11-15-16-25-29-26 Apr 14-20-21-22 May 3-10-11-14-20-24-25-26-28  
June 1-3-8-9-11-14-17-21-22-24-28 July 2-6-8-9-12-13-30 Aug 3-10-12-16-20-22 Sept 1-2-3-6-8-9-10-15-16-17-20-22-24-30 Oct 5-8-15-18  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits 68

Dates of Examination of principal parts—Cylinders 20-4-26 Slides 24-5-26 Covers 24-5-26  
Pistons 24-5-26 Piston Rods 10-5-26 Connecting rods 25-3-26  
Crank shaft 23-2-26 Thrust shaft 11-3-26 Intermediate shafts 25-3-26  
Tube shaft 2-7-26 Propeller 6-7-26  
Stern tube 8-7-26 Engine and boiler seatings 1-9-26 Engines holding down bolts 20-9-26  
Completion of pumping arrangements 29-9-26 Boilers fixed 22-9-26 Engines tried under steam 8-10-26  
Main boiler safety valves adjusted 30-9-26 Thickness of adjusting washers all 3/8"  
Crank shaft material I. Steel Identification Mark LLOYD'S NO 6334-7 L.C.D. 23-2-26 Thrust shaft material I. Steel Identification Mark LLOYD'S NO 729 11-3-26 L.C.D.  
Intermediate shafts, material I. Steel Identification Marks LLOYD'S NO 2440 L.C.D. 25-3-26 Tube shaft, material — Identification Mark —  
Screw shafts material I. Steel Identification Mark LLOYD'S NO 6490-1521 L.C.D. 2-7-26 Steam Pipes, material steel Test pressure 660.1 Date of Test 10-8-26  
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes  
Have the requirements of the Rules for carrying and burning oil fuel been complied with yes  
Is this machinery duplicate of a previous case yes If so, state name of vessel "PLUME"

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 in accordance with the Rules. Satisfactorily fitted in the vessel. Tried under steam and found good.  
It is eligible in my opinion for classification and the records:-  
+ LMC 10, 26. Fitted for oil fuel 10, 26 F.P. above 150°F.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 10, 26. F.D. CL.  
Fitted for oil fuel 10, 26 F.P. above 150°F.

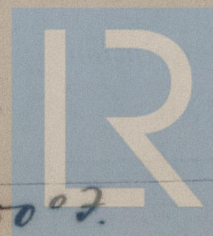
The amount of Entry Fee ... £ 6 :  
Special ... £ 108 : 6 :  
Donkey Boiler Fee ... £ :  
Travelling Expenses (if any) £ :  
When applied for, 22/10/26.  
When received, 25/10/26.

Committee's Minute GLASGOW 26 OCT 1926

Assigned + LMC 10, 26 F.D.

Fitted for oil fuel 10, 26 F.P. above 150°F.

CERTIFICATE WRITTEN 27-10-26



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