

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'y Last Survey 18-10-1926
 Reg. Book. on the new steel S/S "PULPIT POINT" (Number of Visits 68) Tons { Gross 8621
 Built at Port Glasgow By whom built Lithgow's 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 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 36 $\frac{1}{2}$ "-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. 16 $\frac{1}{2}$ " ✓ Crank webs Mid. length breadth 2-0" Thickness parallel to axis 10 $\frac{1}{8}$ "
 as fitted 15 $\frac{3}{4}$ " Mid. length thickness 10 $\frac{1}{8}$ " shrunk Thickness around eye-hole 7 $\frac{1}{2}$ "
 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 Screw Shaft, diameter as per Rule 16.27" Is the { tube } shaft fitted with a continuous liner { yes ✓
 as fitted 16 $\frac{7}{8}$ " as fitted 16 $\frac{7}{8}$ " { screw }
 Bronze Liners, thickness in way of bushes as per Rule .797" Thickness between bushes as per Rule .598" Is the after end of the liner made watertight in the
 as fitted 1 $\frac{1}{16}$ " as fitted 3/4" propeller boss yes ✓
 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 Movable 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 4 $\frac{1}{2}$ " ✓ 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 { No. and size 1 @ 8" & 10" & 10" ✓ (General donkey)
 { How driven steam ✓ Main Bilge Line { 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 @ 2 $\frac{1}{2}$ " ✓
 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 @ 5 $\frac{1}{2}$ " ✓ 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 mechy app. ✓ 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:—
 2 crankshafts, one propeller shaft, one piston rod and nuts, one thrust shoe, one
 head guide shoe, one bilge pump plunger, one LP valve spindle, four propeller blades,
 one link block with slippers, 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 & Co. Ltd
 Arch. W. Grierson

Manufacturer.



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1926 Feb. 22-23-25 Mar 5-8-11-15-16-25-29-26 Apr 14-20-21-29 May 3-10-11-14-20-24-25-26-28
 June 1-3-8-9-11-14-19-21-22-24-28 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

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits 68

Dates of Examination of principal parts—Cylinders ^{HP&LP} 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 ✓ Screw 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. 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. FD. CL.
 Fitted for oil fuel 10. 26 F.P. above 150°F.

JWD
 28/10/26

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.

S. Davis
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 26 OCT 1926

Assigned + LMC 10, 26 FD

CERTIFICATE WRITTEN 27-10-26

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



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A. Le Glasgow
 21/10/26

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