

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 18616

Date of writing Report 9. 9. 1926 When handed in at Local Office 9. 9. 1926 Port of Greenock  
 Received at London Office 27 Oct 1926  
 No. in Survey held at Port Glasgow Date, First Survey 29th June 1926 Last Survey 25th August 1926  
 Reg. Book. on the SS "PULPIT POINT" (Number of Visits 3)  
 Built at Port Glasgow. By whom built Messrs Lithgows Ltd. Yard No. 492 Tons <sup>Gross</sup>            <sub>Net</sub>             
 Engines made at Glasgow By whom made Messrs J. Rowan & Co Ltd Engine No.            When built 1926  
 Boilers made at " By whom made " Boiler No.            when made 1926  
 Registered Horse Power            Owners            Port belonging to             
 Nom. Horse Power as per Rule            Is Refrigerating Machinery fitted for cargo purposes            Is Electric Light fitted             
 Trade for which Vessel is intended           

## ENGINES, &c.—Description of Engines

Dia. of Cylinders            Length of Stroke            No. of Cylinders            Revs. per minute             
 Crank shaft, dia. of journals            as per Rule            Crank pin dia.            Crank webs            Mid. length breadth            No. of Cranks             
 as fitted            Mid. length thickness            Thickness parallel to axis             
 Intermediate Shafts, diameter            as per Rule            Thrust shaft, diameter at collars            as per Rule             
 as fitted            as fitted            Is the            shaft fitted with a continuous liner             
 Tube Shafts, diameter            as per Rule            Screw Shaft, diameter            as per Rule             
 as fitted            as fitted            Thickness between bushes            as per Rule            Is the after end of the liner made watertight in the  
 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             
 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             
 Propeller, dia.            Pitch            No. of Blades            Material            whether Moveable            Total Developed Surface            sq. feet  
 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            No. and size             
           How driven            Main Bilge Line            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 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 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            Are the Overboard Discharges above or below the deep water line YES.  
 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            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           ) Total Heating Surface of Boilers             
 Is Forced Draft fitted            No. and Description of Boilers            Working Pressure             
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?             
 IS A DONKEY BOILER FITTED?            If so, is a report now forwarded?             
 PLANS. Are approved plans forwarded herewith for Shafting            Main Boilers            Auxiliary Boilers            Donkey Boilers             
 (If not state date of approval)            General Pumping Arrangements            Oil fuel Burning Piping Arrangements             
 Superheaters             
 SPARE GEAR. State the articles supplied:—          

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register Foundation

W136-0016

(1926) June 29. Aug. 19. 26

Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits 3

Dates of Examination of principal parts—Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft Intermediate shafts  
Tube shaft Screw shaft FITTED, 25-8-26 Propeller FITTED 25-8-26.  
Stern tube FITTED 19-8-26. Engine and boiler seatings 29-6-26. Engines holding down bolts  
Completion of pumping arrangements Boilers fixed Engines tried under steam  
Main boiler safety valves adjusted Thickness of adjusting washers  
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 Is the flash point of the oil to be used over 150°F.  
Have the requirements of the Rules for carrying and burning oil fuel been complied with  
Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The sea connections, Stern tube, Screw shaft and Propeller have been satisfactorily fitted on board. The vessel has now left for Glasgow for installation of machinery. Glasgow Surveyors notified.

WMM  
9/9/26

The Surveyors are requested not to write on or below the space for Committee's Minutes.  
Certificate to be sent to

The amount of Entry Fee ... £	:	:	When applied for,
Special ... .. £	✓	:	..... 19.
Donkey Boiler Fee ... £	✓	:	When received,
Travelling Expenses (if any) £		:	..... 19.

*J. Avey*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 26 OCT 1926

Assigned See Gls. Rpt. No. 46050. WMM