

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report *0.8* When handed in at Local Office *16.12.1941* Port of *Glasgow*  
 No. in Survey held at *Glasgow* Date, First Survey *2.6.41* Last Survey *9.12.1941*  
 Reg. Book. on the *S.S. "FULHAM VI."* (Number of Visits *20*)  
 Built at *Burntisland* By whom built *Burntisland S.B.C. Ltd.* Yard No. *252* Tons *Gross*  
 Engines made at *Glasgow* By whom made *D. Rowan & Co. Ltd.* Engine No. *1089* When made *1941*  
 Boilers made at *do* By whom made *do* Boiler No. *1089* When made *1941*  
 Registered Horse Power Owners Port belonging to  
 Nom. Horse Power as per Rule *184* Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
 Trade for which Vessel is intended

Engines, &c.—Description of Engines *Simple Expansion* Revs. per minute *84*  
 Dia. of Cylinders *16 1/2, 24 1/2, 46* Length of Stroke *33* No. of Cylinders *3* No. of Cranks *3*  
 Crank shaft, dia. of journals *as per Rule 9.67* Crank pin dia. *9 3/4* Crank webs *Mid. length breadth 18 1/4* Thickness parallel to axis *6 1/2*  
 Intermediate Shafts, diameter *as per Rule 8.73* Thrust shaft, diameter at collars *as per Rule 9.67*  
 Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule 9.83* Is the *tube* shaft fitted with a continuous liner *No*  
 Bronze Liners, thickness in way of bushes *as per Rule 5.27* Thickness between bushes *as per Rule 4.148* 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 *without 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 *Yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 shaft *Yes* If so, state type *Gunash* Length of Bearing in Stern Bush next to and supporting propeller *3-6*  
 Propeller, dia. *13-2* Pitch *13-3* No. of Blades *4* Material *CI* whether Moveable *Fixed* Total Developed Surface *58* sq. feet  
 Feed Pumps worked from the Main Engines, No. *2* Diameter *2 3/4* Stroke *18* Can one be overhauled while the other is at work *Yes*  
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *3* Stroke *18* Can one be overhauled while the other is at work *Yes*  
 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.  
 In Pump Room

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 *3*) Total Heating Surface of Boilers *2750*  
 Which Boilers are fitted with Forced Draft *Main* Which Boilers are fitted with Superheaters *None*  
 No. and Description of Boilers *One Single ended* Working Pressure *200 lbs*  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*  
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting *5.4.41* Main Boilers *2.4.41* Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*State the principal additional spare gear supplied *See List Attached*

The foregoing is a correct description.

For David Rowan & Co. Ltd.  
 Arch. W. Grierson,

Manufacturer.



1941 June 2 Aug 28 Sep 10 15 16 Oct 1 3 9 17 21 24 Nov 3 4 5 6 11 20 26 Dec 4 9

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

Dates of Examination of principal parts—Cylinders 16-9-41 Slides 24-10-41 Covers 16-9-41  
Pistons 24-10-41 Piston Rods 24-10-41 Connecting rods 24-10-41  
Crank shaft 21-10-41 Thrust shaft 24-10-41 Intermediate shafts -  
Tube shaft - Screw shaft 3-11-41 Propeller 3-11-41  
Stern tube 5-11-41 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections  
Completion of pumping arrangements Boilers fixed Engines tried under steam  
Main boiler safety valves adjusted Thickness of adjusting washers  
Crank shaft material J. Ingham Identification Mark 21-10-41 - NK Thrust shaft material J. Ingham Identification Mark 18-9-41 - 206  
Intermediate shafts, material - Identification Marks 1262-10940-497 Tube shaft, material - Identification Mark -  
Screw shaft, material J. Ingham Identification Mark 7-10-41 - 26 Steam Pipes, material S. 24/21 Test pressure 600 lbs Date of Test 4-12-41  
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 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 "St Leonard Pence" No Report 20-6-44-3

General Remarks (State quality of workmanship, opinions as to class, &c.)  
This machinery has been built under special Survey and in accordance with the Rules. The materials & workmanship are good.  
This machinery is eligible, in our opinion, to be classed in the Register Book with record of + LMC with date when it has been placed in service and efficiently secured in position and tried under working conditions.  
The machinery has been despatched to Barmston for fitting on board.

The amount of Entry Fee ... £ 3 : - : When applied for,  
Special (Pl. 36-16.0) £ 46 : - : 16 DEC 1941  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ : : 19

Committee's Minute GLASGOW 16 DEC 1941  
Assigned by J. Ingham

Prof. J. Ingham J. P. Libberson  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI, 9 JAN 1942

