

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 18 FEB 1936

Date of writing Report 17/2/1936 When handed in at Local Office 17/2/1936 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 22/11/35 Last Survey 13/2/1936
 Reg. Book. 38116 on the S/S "FULHAM" (Number of Visits 11)
 Built at Burntisland By whom built Burntisland SBC Co Ltd Yard No. 193 Tons { Gross 448 Net 242
 Engines made at Sunderland By whom made NE Marine Eng Co Ltd Engine No. 2829 When built 1936
 Boilers made at Sunderland By whom made NE Marine Eng Co Ltd Boiler No. 2829 When made 1936
 Registered Horse Power - Owners Fulham Borough Council Port belonging to London
 Nom. Horse Power as per Rule 185 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Coasting

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 _____ Length of Stroke _____ Crank pin dia. _____ No. of Cranks _____
 as fitted _____ Crank webs _____ Mid. length breadth _____ Thickness parallel to axis _____
 Intermediate Shafts, diameter _____ as per Rule _____ Thrust shaft, diameter at collar _____ as per Rule _____
 as fitted _____ as fitted _____ Is the tube shaft fitted with a continuous liner _____
 Tube Shafts, diameter _____ as per Rule _____ Screw Shaft, diameter _____ as per Rule _____
 as fitted _____ as fitted _____ Is the after end of the liner made watertight in the
 propeller boss _____ If the liner is in more than one length at 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 propeller 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 _____ If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller _____
 Propeller, dia. _____ Pitch _____ No. of Blades _____ Material _____ whether Movable _____ 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 _____ 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 2 @ 2 1/2 inch ✓ In Holds, &c. 1 @ 3 1/2 N° 9 Hold. 2 @ 3" N° 2 Hold. ✓
 In Pump Room _____

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" ✓ 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 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 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 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 Engg. Aft ✓ 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? Yes If so, is a report now forwarded? _____
 Is the donkey boiler intended to be used for domestic purposes only _____

PLANS. Are approved plans forwarded herewith for Shafting _____ Main Boilers _____ 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 _____
 State the principal additional spare gear supplied _____

See Sunderland RPT No 31748

The foregoing is a correct description,

Manufacturer.



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002659-002666-0093

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - - (1935) Nov 22, 28 Dec 6, 19 (1936) Jan 13, 17, 23, 28 Feb 3, 10, 13

Total No. of visits 11

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓

Pistons ✓ Piston Rods ✓ Connecting rods ✓

Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓

Tube shaft ✓ Screw shaft ✓ Propeller 6/12/35

Stern tube Engine and boiler seatings 6/12/35 Engines holding down bolts 13/1/36

Completion of fitting sea connections 6/12/35

Completion of pumping arrangements 23/1/36 Boilers fired 13/1/36 Engines tried under steam 13/2/36

Main boiler safety valves adjusted 10/2/36 Thickness of adjusting washers MB P 3/8 S 3/8 DB A 1/2 F 3/4

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 30 steel Test pressure 600 lbs. Date of Test 8-1-36 At Sunderland.

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 No 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. This machinery has been efficiently fitted on board, the materials & workmanship being sound & good. On completion all safety valves were adjusted under steam, main boilers 200 lbs, donkey boiler 100 lbs & the Main & Auxiliary machinery was tried under working conditions & found satisfactory. This machinery in our opinion is in safe working condition & eligible to be classed in the Register Book with the notation of LMC 2-36 & TS (06)

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for. 14-2-1936

When received. 11-3-1936

Chas R. Rowcliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ LMC 2.36 F.D. O.G.

FRI. 6 MAR 1936



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