

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

29 JUL 1936

Date of writing Report

19

When handed in at Local Office

21.7.36

Port of

Glasgow

No. in Survey held at

Glasgow &amp; Bowling

Date, First Survey

7.2.36

Last Survey

14-7-1936

Reg. Book.

on the

S.S. "Pyrope"

(Number of Visits)

34

Gross 509

Net 206

Built at

Bowling

By whom built

Scott &amp; Sons L.

Yard No.

328

When built

1936

Engines made at

Glasgow

By whom made

Hitchison Blair L.

Engine No.

200

When made

1936

Boilers made at

Glasgow

By whom made

H. Rowan &amp; Co. L.

Boiler No.

B417

When made

1936

Registered Horse Power

Owners

W. Robertson

Port belonging to

Glasgow

Nom. Horse Power as per Rule

96 110

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which Vessel is intended

Coasting

## ENGINES, &amp;c.—Description of Engines

Triple expansion

Revs. per minute 120

Dia. of Cylinders

13 1/2" - 23" - 38"

Length of Stroke

27"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

as fitted

7 5/8"

Crank pin dia.

7 5/8"

Crank webs

Mid. length breadth

14 1/8"

Thickness parallel to axis

5 1/16"

Intermediate Shafts, diameter

as per Rule

as fitted

None

Thrust shaft, diameter at collars

as per Rule

as fitted

7 5/8"

Tube Shafts, diameter

as per Rule

as fitted

None

Screw Shaft, diameter

as per Rule

as fitted

8 1/8"

Is the

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

9 1/16"

Thickness between bushes

as per Rule

as fitted

1/2"

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

One length

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

No

If so, state type

Yes

Length of Bearing in Stern Bush next to and supporting propeller

34"

Propeller, dia.

10'-0"

Pitch

10'-6"

No. of Blades

4

Material

C.C.

whether Moveable

No

Total Developed Surface

34.8

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

14"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 1/4"

Stroke

14"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

1-6" x 4 1/4" x 6"

Pumps connected to the

Main Bilge Line

No. and size

1-8" x 9" x 8"

How driven

Steam

How driven

Steam

Ballast Pumps, No. and size

1-8" x 9" x 8"

Lubricating Oil Pumps, including Spare Pump, No. and size

None

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

E.R. 1-2"

B.R. 2-2"

In Pump Room

None

In Holds, &amp;c.

No 1 hold

2-2 1/4"

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

1-2 3/4"

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

Hold suction

How are they protected

Wood culling

What pipes pass through the deep tanks

None

Have they been tested as per Rule

Yes

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

Yes

worked from

Yes

## MAIN BOILERS, &amp;c.—(Letter for record 8)

Total Heating Surface of Boilers

2000 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

1-Multitubular

Working Pressure

200

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

No

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

25-11-35

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied.

The foregoing is a correct description,

Manufacturer.

H. L. Brown

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Lloyd's Register  
Foundation

010416-010427-0238



1936 Feb. 7. 20 Mar. 3. 5. 25. 30 Apr. 1. 8. 16. 23. 29 May. 1. 5. 11. 13. 19. 22. 26  
During progress of work in shops - - - June 1. 5. 11. 12. 15. 17. 22. 24  
1936 May. 22. 28 June 1. 15. 30 July 6. 8. 14  
During erection on board vessel - - -  
Total No. of visits 34

Dates of Examination of principal parts—Cylinders 5-5-26 etc Slides 26-5-26 etc Covers 26-5-36 etc  
Pistons 5-5-26 etc Piston Rods 2-3-26 etc Connecting rods 3-3-26 etc  
Crank shaft 8-4-26 etc Thrust shaft 22-5-26 etc Intermediate shafts none  
Tube shaft none Screw shaft 5-3-26 etc Propeller 22-5-26 etc  
Stern tube 22-5-26 etc Engine and boiler seatings 22-5-36 Engines holding down bolts 6-7-36  
Completion of fitting sea connections 29-5-36  
Completion of pumping arrangements 14-7-36 Boilers fired 15-6-36 Engines tried under steam 14-7-36  
Main boiler safety valves adjusted 8-7-36 Thickness of adjusting washers P+S 23/64  
Crank shaft material 8 Identification Mark 502 Thrust shaft material 8 Identification Mark 1060  
Intermediate shafts, material none Identification Marks Tube shaft, material none Identification Mark  
Screw shaft, material 8 Identification Mark 1060 Steam Pipes, material Copper Test pressure 400 lbs Date of Test 3/7/36  
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 Not required 0-01  
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.) The machinery of this vessel has been built under special survey in accordance with the approved plans and the Society's Rules and requirements. The materials and workmanship are good, it has been securely fitted on board and satisfactorily tried under steam, and in our opinion is eligible for the record + L.M.C. 7-36.

21/7/36

GLASGOW

The amount of Entry Fee ... £ 2 : 0 : 0  
Special ... £ 14 : 5 : 0  
Donkey Boiler Fee ... £ 16 : 10 : 0  
Travelling Expenses (if any) £ : : :  
3 : 0 : 0  
27 JUL 1936  
5/8/36

When applied for,

When received,

Committee's Minute GLASGOW 28 JUL 1936

Assigned + L.M.C. 7.36

Jas. Cairns, & J.N. Buchanan  
Engineer Surveyors to Lloyd's Register of Shipping.



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