

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 AUG 1934

Date of writing Report *29th Aug 1934* When handed in at Local Office *28th Aug 1934* Port of *Leith*

No. in Survey held at *Burntisland* Date, First Survey *30th July* Last Survey *22nd Aug 1934*

Reg. Book. *Sup 90453* on the *S/S "PETWORTH"*

Built at *Burntisland* By whom built *Burntisland SBC^oL^{td}* Yard No. *179* When built *1934*

Engines made at *Glasgow* By whom made *D. Rowan & C^oL^{td}* Engine No. *960* When made *1934*

Boilers made at *Glasgow* By whom made *D. Rowan & C^oL^{td}* Boiler No. *960* When made *1934*

Registered Horse Power *✓* Owners *Stephenson Blake & Associated C^oL^{td}* Port belonging to *London*

Nom. Horse Power as per Rule *118* Is Refrigerating Machinery fitted for cargo purposes *✓* Is Electric Light fitted *Yes*

Trade for which Vessel is intended *✓*

ENGINES, &c.—Description of Engines

Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals *as per Rule* Crank pin dia. Crank webs *Mid. length breadth* Thickness parallel to axis *shrunk* Thickness around eye-hole *as fitted*

Intermediate Shafts, diameter *as per Rule* Thrust shaft, diameter at collars *as per Rule* *as fitted*

Tube Shafts, diameter *as per Rule* Screw Shaft, diameter *as per Rule* Is the *tube* shaft fitted with a continuous liner *✓* *screw*

Bronze Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as per Rule* Is the after end of the liner made watertight in the propeller boss *as fitted* 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 *✓* If so, state type Length of Bearing in Stern Bush next to and supporting propeller *✓*

Propeller, dia. *9 1/2* Pitch *18* No. *3* Material *Steel* whether Movable *✓* Total Developed Surface *105* sq. feet

Feed Pumps worked from the Main Engines, No. *2* Diameter *2 1/2* Stroke *12* Can one be overhauled while the other is at work *✓*

Bilge Pumps worked from the Main Engines, No. *2* Diameter *2 1/2* Stroke *12* Can one be overhauled while the other is at work *✓*

Feed Pumps { No. and size Pumps connected to the Main Bilge Line { No. and size How driven 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" dia* ✓ In Pump Room *2 @ 2 1/2" N^o 1 Hold 2 @ 2 1/2" N^o 2 Hold* ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size *1 @ 5 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1 @ 3"* Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bores *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 *Both* ✓

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 *Engines 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 *See Glasgow Rpt No 54727*

IS A DONKEY BOILER FITTED? *✓* 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 *✓* Main Boilers Auxiliary Boilers Donkey Boilers

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

Two top end bolts & nuts
Two bottom end bolts & nuts
Two Main Bearing Bolts
One set of coupling bolts
One set of feed & bilge pump valves
One set of piston rings for H.P. & I.P. cylns.
Assorted bolts & nuts & iron.

The foregoing is a correct description,

Manufacturer.



012446 - 012459 - 0304

During progress of work in shops - -
 Dates of Survey while building 1934. July 3-11-27. Aug. 1-7-13-22.
 During erection on board vessel - - -
 Total No. of visits 7.

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 ✓
 Stern tube 3/7/34 Engine and boiler seatings 27/7/34 Engines holding down bolts 7/8/34
 Completion of fitting sea connections 11/7/34
 Completion of pumping arrangements 13/8/34 Boilers fixed 7/8/34 Engines tried under steam 13/8/34, 22/8/34.
 Main boiler safety valves adjusted 13/8/34. Thickness of adjusting washers Port 3/8" Starboard 1/32"
 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 Steel Test pressure 600lbs. Date of Test 6/7/34.
 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 Yes If so, state name of vessel S/S "Pulborough"

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 & the Main & Auxiliary machinery were 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 \otimes LMC 8-34 & TS (CL)*

The amount of Entry Fee ... £
 Special ... £
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £

When applied for, 29-8-1934.
 When received, 5-9-1934.

Chas R Rowcliffe & John Houston
 Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute
 Assigned

FRI. 7 SEP 1934

+ L.M.C. 8.34

CERTIFICATE WRITTEN



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 Foundation

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

Certificate to be sent to