

30 AUG 1934

No. 54727

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11 JUL 1934

Date of writing Report

19

When handed in at Local Office

9. 7. 19

Port of

Glasgow

No. in Survey held at  
Reg. Book.

Glasgow

Date, First Survey

8. 5. 33

Last Survey

6-7-

1934

on the new steel S/S "PETWORTH"

(Number of Visits 52)

Tons  
Gross  
Net

Built at Buntisland By whom built Buntisland S.B. Co. Ltd

Yard No. 179

When built 1934

Engines made at Glasgow

By whom made David Rowan &amp; Co. Ltd

Engine No. 960

When made 1934

Boilers made at Glasgow

By whom made David Rowan &amp; Co. Ltd

Boiler No. 960

When made 1934

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

118

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

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

Revs. per minute

Dia. of Cylinders 14 1/2" - 25" - 41"

Length of Stroke 30"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.159"

Crank pin dia. 8 1/4"

Crank webs

Mid. length breadth 12"

Mid. length thickness 5 3/8"

Thickness parallel to axis 5 3/8"

Intermediate Shafts, diameter as per Rule 7.11"

as fitted none

Thrust shaft, diameter at collars as per Rule 8.159"

as fitted 8 1/4"

Tube Shafts, diameter as per Rule none

as fitted none

Screw Shaft, diameter as per Rule 8.75"

as fitted 9"

Is the tube screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule .56"

as fitted 9/16"

Thickness between bushes as per Rule .42"

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 -

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 -

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft no

If so, state type -

Length of Bearing in Stern Bush next to and supporting propeller 3'-0"

Propeller, dia. 11'-9"

Pitch 13'-2 1/2"

No. of Blades 4

Material cast iron

whether Moveable no

Total Developed Surface 44.6 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter 2 1/2"

Stroke 15"

Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2

Diameter 2 3/4"

Stroke 15"

Can one be overhauled while the other is at work yes

Feed Pumps No. and size one @ 5 1/2" - 3 1/2" x 6"

How driven steam

Pumps connected to the Main Bilge Line

No. and size Ballast pump

How driven steam

Ballast Pumps, No. and size one @ 9" - 11" x 10"

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 Pump Room

In Holds, &amp;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

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, &amp;c.—(Letter for record 9) Total Heating Surface of Boilers 1985 sq. ft

Is Forced Draft fitted no

No. and Description of Boilers 1 SB

Working Pressure 200 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? yes (Donkey)

If so, is a report now forwarded? no

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting no

Main Boilers yes

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements no

Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

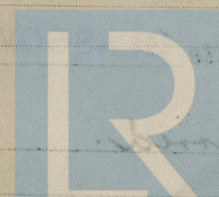
Cast iron propeller.

The foregoing is a correct description,

For David Rowan &amp; Co. Ltd

Arch. H. Greenwood

Manufacturer.



© 2021

Lloyd's Register  
Foundation

012446 - 012459 - 0305



1933 May: 8 15 24 26 30 June: 6 9 15 16 19 23 30 Aug 8 Sep: 5 Oct: 9 10 11  
During progress of work in shops - -  
Dates of Survey while building  
During erection on board vessel - - -  
Total No. of visits 52

Dates of Examination of principal parts—Cylinders 12-4-34 Slides 8-6-34 Covers 22-5-34

Pistons 8-6-34 Piston Rods 15-6-34 Connecting rods 8-8-38

Crank shaft 29-5-34 Thrust shaft 29-5-34 Intermediate shafts none

Tube shaft - Screw shaft 21-6-34 Propeller 21-6-34

Stern tube 29-6-34 Engine and boiler seatings 111 Engines holding down bolts 111

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 9 Steel Identification Mark LLOYDS No 4535 Thrust shaft material 1 Steel Identification Mark LLOYDS No 921

Intermediate shafts, material none Identification Marks LLOYDS No 29-5-34 Tube shaft, material none Identification Mark LLOYDS No 29-5-34

Screw shaft, material 9 Steel Identification Mark LLOYDS No 21-6-34 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 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 yes If so, state name of vessel Pulborough. E.R. No. 53777

General Remarks (State quality of workmanship, opinions as to class, &c.)

The materials and workmanship are good.

The machinery has been constructed under Special Survey and is being sent to Burntisland to be fitted in the vessel.

Upon satisfactory completion of fitting on board it will, in my opinion, be eligible for classification and the name of L.M.C. (with date 17/7/34)

The amount of Entry Fee ... £ 3 :

4 1/2% Special ... £ 23 : 12

Donkey Boiler Fee ... £ 5 : 18

Travelling Expenses (if any) £ :

When applied for,

10 JUL 1934

When received,

28-8-1934

S. Davis.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 7 SEP 1934

Committee's Minute GLASGOW 10 JUL 1934

Assigned Deferred.

