

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11 JUL 1934

Date of writing Report 19 10 When handed in at Local Office 9.7.34 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 8.5.33 Last Survey 6-7-1934  
 Reg. Book. on the new steel S/S "PETWORTH" (Number of Visits 52)  
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd Yard No. 179 When built 1934  
 Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 960 When made 1934  
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd Boiler No. 960 When made 1934  
 Registered Horse Power 118 Owners P.S. 0-81 Port belonging to 0-8  
 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 P.S. 0-15

**ENGINES, &c.**—Description of Engines Triple expansion Revs. per minute 110  
 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 Thickness parallel to axis 5 3/8  
 as fitted 8 1/4 Mid. length thickness 5 3/8 shrunk Thickness around eye-hole 3 7/8  
 Intermediate Shafts, diameter as per Rule 7.11 Thrust shaft, diameter at collars as per Rule 8.159  
 as fitted none as fitted 8 1/4 Is the tube screw shaft fitted with a continuous liner yes  
 Tube Shafts, diameter as per Rule none Screw Shaft, diameter as per Rule 8.75 as fitted 9  
 as fitted none Is the after end of the liner made watertight in the propeller boss yes  
 Bronze Liners, thickness in way of bushes as per Rule .56 Thickness between bushes as per Rule .42  
 as fitted 9/16 as fitted 1/2 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner no  
 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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no  
 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 Pumps connected to the Main Bilge Line { No. and size Ballast pump  
 How driven steam How driven steam  
 Ballast Pumps, No. and size one @ 9 - 11 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size none  
 Are two independent means arranged for circulating water through the Oil Cooler no Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room no  
 In Pump Room no In Holds, &c. no

**Main Water Circulating Pump Direct Bilge Suctions, No. and size** 1 **Independent Power Pump Direct Suctions to the Engine Room Bilges,** 1  
 No. and size 1 1/2 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 yes  
 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 yes  
 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 no How are they protected no  
 What pipes pass through the deep tanks no Have they been tested as per Rule no  
 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 yes Is it fitted with a watertight door no worked from no

**MAIN BOILERS, &c.**—(Letter for record 9) Total Heating Surface of Boilers 1985  
 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 (lochan) If so, is a report now forwarded? no  
 Is the donkey boiler intended to be used for domestic purposes only no  
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers no Donkey Boilers no  
 Superheaters no General Pumping Arrangements no Oil fuel Burning Piping Arrangements no

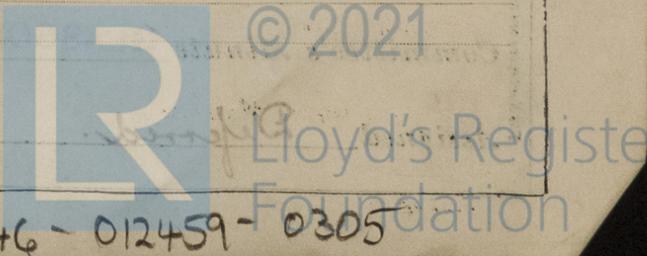
### SPARE GEAR.

Has the spare gear required by the Rules been supplied no  
 State the principal additional spare gear supplied Cast iron propellers.

*involved*  
 5  
 51: 85  
 81: 2

The foregoing is a correct description,  
 For David Rowan & Co. Ltd  
 Arch. H. Greenow

Manufacturer.



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 **slt** Engines holding down bolts **slt**  
 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 **Steel** Identification Mark **LLOYDS NO 4535 29-5-34 L.C.D.** Thrust shaft material **Steel** Identification Mark **LLOYDS NO 921 L.C.D. 29-5-34**  
 Intermediate shafts, material **none** Identification Marks **LLOYDS NO 920 21-6-34 W.L.** Tube shaft, material **none** Identification Mark **LLOYDS NO 921 L.C.D. 29-5-34**  
 Screw shaft, material **Steel** Identification Mark **LLOYDS NO 920 21-6-34 W.L.** Steam Pipes, material Test pressure Date of Test  
 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 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.S. Rpt. 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 Buntisland to be fitted in the vessel.  
 Upon satisfactory completion of fitting on board it will, in my opinion, be eligible for classification and the record of L.M.C. (with date **7/7/34**)

The amount of Entry Fee ... £ 3 :  
 4% 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.

Committee's Minute **GLASGOW 10 JUL 1934**  
 Assigned Deferred

**FRI 7 SEP 1934**  
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The Surveyors are requested not to write on or beyond the space for Committee's Minute.