

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 FEB 1929

Survey Report 19 When handed in at Local Office 11. 2. 1929 Port of Glasgow
 Survey held at Glasgow Date, First Survey 29. 10. 28 Last Survey 7-2- 1929
 on the new steel S/S "PENYBRYN". (Number of Visits 42) Gross 4257.46
Burntisland By whom built Burntisland S/B Co Ltd Yard No. 150 Tons Net 2635.40
 made at Glasgow By whom made David Rowan & Co Ltd Engine No. 898 when made 1929
 made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 898 when made 1929
 and Horse Power 331 Owners Lundegaard and Sønner Port belonging to Farsund
 Horse Power as per Rule 331 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 for which Vessel is intended P.C.-1-85

ES, &c.—Description of Engines Triple expansion Revs. per minute 62
 Cylinders 23-39-65 Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3
 Shaft, dia. of journals 12.695 as per Rule 12.695 Crank pin dia. 13" Mid. length breadth 18 1/2" Thickness parallel to axis 8 1/8"
 as fitted 12 3/4" Crank webs 18 1/2" Mid. length thickness 2 1/8" Thickness around eye-hole 5 3/4"
 Intermediate Shafts, diameter 12.09 as per Rule 12.09 Thrust shaft, diameter at collars 12.695 as per Rule 12.695
 as fitted 12 7/8" Is the tube shaft fitted with a continuous liner yes
 Shafts, diameter 13.59 as per Rule 13 3/4" Is the screw shaft fitted with a continuous liner yes
 as fitted 13 3/4" Liners, thickness in way of bushes 11 1/2" as per Rule 11 1/2" Is the after end of the liner made watertight in the
 boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 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
 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 Length of Bearing in Stern Bush next to and supporting propeller 4' 4"
 Propeller, dia. 18' 0" Pitch 18' 0" No. of Blades 4 Material cast iron whether Moveable no Total Developed Surface 104.6 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 3 1/4" Stroke 24" Can one be overhauled while the other is at work yes
 Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work yes
 Pumps connected to the Main Bilge Line No. and size 535 How driven by hand
 Lubricating Oil Pumps, including Spare Pump, No. and size 535
 independent means arranged for circulating water through the Oil Cooler yes
 Pumps;—In Engine and Boiler Room yes
 Is, &c. yes

Water Circulating Pump Direct Bilge Suctions, No. and size 1 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, 1 1/2"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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
 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
 How are they protected yes
 Pipes pass through the bunkers yes Have they been tested as per Rule yes
 Pipes pass through the deep tanks yes
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 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 yes

N BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 5190
 Forced Draft fitted no No. and Description of Boilers 2 SB Working Pressure 200
 A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
 Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval) no General Pumping Arrangements no Oil fuel Burning Piping Arrangements yes
 ARE GEAR. State the articles supplied:—

See separate report

The foregoing is a correct description,

For David Rowan & Co. Ltd
Arch. W. Grierson

Manufacturer.



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Lloyd's Register
Foundation

003100-003105-0126

During progress of work in shops - 1928 Oct 29-31 Nov 1-6 8-13 14 15-16 19 20 23-26 27-30 Dec 4-6 10-14 18-19 20 24-26 28 (1929) 15-16 17-18 19-21 22-23 25-28 31-29 Feb 6-7

Dates of Survey while building - During erection on board vessel -

Total No. of visits 42

Dates of Examination of principal parts - Cylinders 20-12-28 Slides 18-1-29 Covers 26-12-28

Pistons 11-1-29 Piston Rods 16-1-29 Connecting rods 15-1-29

Crank shaft 9-1-29 Thrust shaft 9-1-29 Intermediate shafts 17-1-29

Tube shaft - Screw shaft 23-1-29 Propeller 23-1-29

Stern tube 19-1-29 Engine and boiler seatings Engines holding down bolts

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 J. steel Identification Mark LLOYDS NO 2749AF Thrust shaft material J. steel Identification Mark LLOYDS NO 2749AF

Intermediate shafts, material J. steel Identification Marks LLOYDS NO 2749AF Tube shaft, material - Identification Mark

Screw shaft, material J. steel Identification Mark LLOYDS NO 2749AF Steam Pipes, material J. steel Test pressure 600 Date of Test 31-1-29

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

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 materials and workmanship are good.

The machinery has been constructed under special survey in accordance with the Rules. It has been dispatched to Burntisland to be fitted in the vessel.

For the completion of this survey + particulars as to class see Leith Rpt. No. 17545.

John Houston.

It is submitted that this vessel is eligible for REG. RECORD.

+ L.M.C 3.29. C.L. D.B. 120 lb

YRM 25.3.29

J.L.

The amount of Entry Fee ... £ 5 : : When applied for, 11 FEB 1929

Special ... £ 59 : 15 : : When received, 15 Feb 1929

Donkey Boiler Fee £ 14 : 18 : : 15 Feb 1929

Travelling Expenses (if any) £ : : : 15 Feb 1929

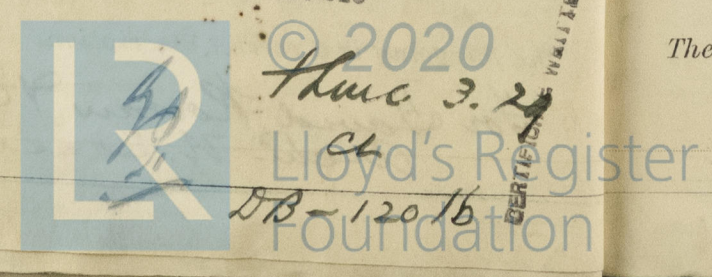
Committee's Minute GLASGOW 12 FEB 1929

Assigned Deferred for completion

S. Davis

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 26 MAR 1929



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