

# 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  
 (Number of Visits 42)  
 on the new steel S/S "PENYBRYN". Tons { Gross 4257.46  
 Net 2635.40  
Burntisland By whom built Burntisland SB Co Ltd Yard No. 150 When built 1929  
 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 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 as per Rule 12.695 ✓ Crank pin dia. 13" Crank webs Mid. length breadth 18 1/2" Thickness parallel to axis 8 1/8" ✓  
 as fitted 12 3/4" Mid. length thickness 2 1/8" shrunk Thickness around eye-hole 5 3/4" ✓  
 Intermediate Shafts, diameter as per Rule 12.09 ✓ Thrust shaft, diameter at collars as per Rule 12.695 ✓  
 as fitted 12 7/8" as fitted 13" ✓  
 Shafts, diameter as per Rule 13.59 ✓ Is the tube shaft fitted with a continuous liner { yes ✓  
 as fitted 13 3/4" ✓ as fitted 13 3/4" ✓  
 Liners, thickness in way of bushes as per Rule 1 1/2 ✓ Thickness between bushes as per Rule 1 1/16 ✓ 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 —  
 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 — 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 1/4" ✓  
 Propeller, dia. 18-0" Pitch 18-0" No. of Blades 4 Material hard 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  
 How driven  
 Lubricating Oil Pumps, including Spare Pump, No. and size  
 independent means arranged for circulating water through the Oil Cooler  
 Suctions, connected to both Main Bilge Pumps and Auxiliary  
 pumps;— In Engine and Boiler Room  
 Is, &c.

Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
 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  
 Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates Are the Overboard Discharges above or below the deep water line  
 by 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  
 Pipes pass through the bunkers How are they protected  
 pipes pass through the deep tanks Have they been tested as per Rule  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 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

Pre-castle 34 N BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 5190 ft<sup>2</sup> ✓  
 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 ✓  
 Plans. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers yes  
 (If not state date of approval)  
 heaters ✓ General Pumping Arrangements no Oil fuel Burning Piping Arrangements —  
 ARE GEAR. State the articles supplied:—

See separate report

Checked 13-2-29

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

1928 Oct 29-31 Nov. 1-4 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 9-1-29  
 Intermediate shafts, material J. steel Identification Marks LLOYDS NO 2749AF 17-1-29  
 Screw shaft, material J. steel Identification Mark LLOYDS NO 2749AF 23-1-29  
 Thrust shaft material J. steel Identification Mark LLOYDS NO 2749AF 17-1-29  
 Tube shaft, material Identification Mark  
 Steam Pipes, material lap 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 the RECORD + L.M.C 3.29. C.L. D.B. 120 lb □

YRM 25.3.29  
 J.P.

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

The amount of Entry Fee ... £ 5 : :  
 Special dues ... £ 59 : 15 :  
 Donkey Boiler Fee ... £ 14 : 18 :  
 Travelling Expenses (if any) £ : :  
 When applied for, 11 FEB 1929  
 When received, 15 Feb 1929

S. Davis  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 12 FEB 1929

TUE. 26 MAR 1929

Assigned Deferred for compl.

