

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Survey Report 21st March 1929 When handed in at Local Office 22nd March 1929 Port of Leith

Survey held at Burntisland Date, First Survey 23rd Jan^y Last Survey 15th March 1929
(Number of Visits 8.)

on the 7/8" PENYBRYN Tons { Gross 4251.45 Net 2635.40

Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 150 When built 1929

made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. 898 when made 1929

made at Glasgow By whom made D. Rowan & Co. Ltd. Boiler No. 898 when made 1929

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

Revs. per minute

ES, &c.—Description of Engines

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

shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis

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

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

Liners, thickness in way of bushes as per Rule as fitted thickness between bushes as fitted Is the after end of the liner made watertight in the boss

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface 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

No. and size Two 8"x5"x8" - 6"x4"x6" Pumps connected to the Main Bilge Line No. and size One - 9" x 12" x 12"

How driven Steam-driven Main Bilge Line How driven Steam-driven

Oil Pumps, No. and size One - 9" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size None

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 Starboard: 2 - 2 1/2" Port: 1 - 2 1/2"

dis., &c. N° 1 Hold: 2 - 3", N° 2 Hold: 2 - 3 1/2", N° 3 Hold: 2 - 3" N° 4 Hold: 1 (bent) 3"

Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size 1 - 4 1/2" fitted on Port side 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 Both

are 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 above

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

Pipes pass through the bunkers Bilge suction to fore holds How are they protected In the limbers

pipes pass through the deep tanks None Have they been tested as per Rule Yes

All 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 worked from top platform

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Approved Draft fitted No. and Description of Boilers Working Pressure

A REPORT ON MAIN BOILERS NOW FORWARDED

A DONKEY BOILER FITTED See Rpt. No. 48873 If so, is a report now forwarded?

A.N.S. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers

Arrangements General Pumping Arrangements Oil fuel Burning Piping Arrangements

ARE GEAR. State the articles supplied:— Two main bearing bolts; two top end bolts + nuts; two bottom end bolts + nuts; two sets of coupling bolts; one set of feed bilge pump valves; 12 piston junk ring studs + nuts; 6 cyl. cover studs + nuts; assorted bolts + nuts + iron; one propeller; one propeller shaft; 2 condenser tubes; 2 doz. festives; 6 plain boiler tubes.

The foregoing is a correct description, Manufacturer.

Shipping. CERTIFICATE OF SURVEY

© 2020 Lloyd's Register Foundation

During progress of work in shops -- *1929 - Jan 23, 26, 30; Feb 22, 26; Mar 6, 14, 15*
 Dates of Survey while building *1929 - Jan 23, 26, 30; Feb 22, 26; Mar 6, 14, 15*
 During erection on board vessel --
 Total No. of visits *8*

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 in place: - *26-1-29*
 Stern tube in place: - *23-1-29* Engine and boiler seatings *30-1-29* Engines holding down bolts *26-2-29*
 Completion of fitting sea connections *23-1-29*
 Completion of pumping arrangements *6-3-29* Boilers fixed *26-2-29* Engines tried under steam *6th, 14th, 15th Mar*
 Main boiler safety valves adjusted *6-3-29* Thickness of adjusting washers *Port Bl. P.V. 5/16" S.V. 5/16" Star Bl. P. 5/16"*
 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 *✓* 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 *No* 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.)

This Machinery has now been efficiently fitted on board. On completion, all safety valves were adjusted under steam as noted above, & the main & Aux^y Engines were tried under working conditions & were found satisfactory. In my opinion this Machinery is in good order & condition, & is eligible to be classed in the Register Book with the notations of +L.M.C. 3-2 & T.S.C.L.

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

The amount of Entry Fee ... £
 Special ... £ *See llo. Rpt. No 48873*
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £ *1-19-0*

When applied for, *22nd Mar 1929*
 When received, *30.3.29*

John Houston
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE 26 MAR 1929**
 Assigned *See Minute on Gts Rpt 48873*

