

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MON JAN 13 1921

of writing Report 29th Dec 1920 When handed in at Local Office 29th Dec 1920 Port of London

Survey held at London Date, First Survey 5th Nov Last Survey 19th Dec 1920

on the Machinery of the Wood, Iron or Steel St. PENTEFLO Master John

Gross 1948 Vessel built at London By whom Robert & Co. Ltd When 1908

Net 118 Engines made at London By whom Robert & Co. Ltd When 1908

Boilers, when made (Main) 1907 (Donkey) 1908

Owners Pentwyn S.S. Co. Ltd Port London Voyage London

Donkey Boilers 1908 If Surveyed Afloat or in Dry Dock Sinks & Co. Ltd

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

Report No. 10896 Port London

Particulars of Examination and Repairs (if any) Class

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the Report. State also the names and initials of any letters respecting this case.

Where a damage report is not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Where a thorough examination was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler?

Has a screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners?

Has a screw shaft now been changed? Yes If so, state reasons.

Has a screw shaft now been fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? bottom half rewooded

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

What repairs have been done? Vessel placed in dry dock, stern bush and propeller and fastenings of sea connections examined and found good, sea cocks and valves opened out and overhauled and made good.

Screw shaft drawn in and examined and found sound, stern bush and bottom half rewooded. Cylinders, pistons, valves and valve casings examined and overhauled and put in good condition. Crank, thrust and tunnel shafts examined and found in good order. Condenser opened up and examined and found good except tubes which were found brittle.

Rain and auxiliary pumps and their connections opened up and examined and overhauled and made good. Main steam pipes annealed and tested and found satisfactory.

Repairs: Main Condenser retubed, new water chambers and plungers put in.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in a satisfactory working condition and eligible in my opinion to be licensed with record of L.M.C. 12-20 and T.S. 12-20

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey; and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9-11, E.&M.S. 9-11, or L.M.C. 9-11.

Fee (per Section 88) £ 21:0:0

Damage or Repair Fee (if any) (per Section 88.) £ 21:0:0

Printing Expenses (if chargeable) £

Fees applied for 31.12.1920

Received by me, 5.1.21

Signature: Thomas Miller Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI JAN 14 1921

Signed L.M.C. 12.20

Lloyd's Register of Shipping

002883-002890-0062

Insert Character of Ship and Machinery precisely as in the Register Book.

If so, to be sent to

SS. PENTEPI

lited to find Aptheg. bilge pump ran renewed: Sundry
engine room repairs effected

Boilers: The main boilers their safety valves and mountings
examined mountings thoroughly overhauled and renewals made
where found necessary. Leaks in shell seams made tight
by electro-welding or caulking. Several stay nuts removed,
plate recaulked in way and nuts replaced or renewed.

Safety valves adjusted under steam to above pressure
Washers. Port boiler P.S. 52: S.P. P. 2 3/4 3 1/2

Electric light installations, single wire system, overhauled
and put in good order. Wireless fitted.

Particulars of Machinery

Triple expansion engine, three cranks, Cylinder dia. 18 3/4, 31 1/8, 50 1/8.
x 35 1/2 stroke. I mnd shafting 9 1/2 dia. crank shaft journals
10, Crank pin 10 dia. web 6 1/16 x 10 1/2 dia. of thrust shaft
under collar 10, Screw shaft 10 1/8 dia. propeller 13-0 dia
x 14-3 pitch, lengths of stem bush 5-1/2

Thomas Miller

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