

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

(Received at London Office)

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 12th Dec. 1920

on the Machinery of the Wood, Iron or Steel Iron

Gross 1948 Vessel built at London By whom Robert & Sons When 1908

Net 149 Engines made at London By whom Robert & Sons When 1908

Power 149 Boilers, when made (Main) 1908 (Donkey) 1908

Main Boilers 2 Owners Penryn S.S. Co. Ltd. Port London Voyage London

Donkey Boilers 195 If Surveyed Afloat or in Dry Dock London Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 195 t Report No. 195 Port London

Particulars of Examination and Repairs (if any) Class

Special Surveys, when held, must be reported in detail and serially 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 cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Yes 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? None

What parts of the Boilers could not be thus thoroughly examined? None

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? None

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? 190 lbs.

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

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

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

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

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

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

What is the distance between the nut of stern bush and top of after bearing of screw shaft? bottom half renewed

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

What has 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 renewed. 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 condition and capable in my opinion to be

licensed with record of L.M.C. 12-20 and T.S. 12-20

Committee's Minute 29th Dec. 1920

Signed Thomas Miller

Engineer Surveyor to Lloyd's Register of Shipping

Fee (per Section 28) £ 21 0 0

Damage or Repair Fee (if any) £ 21 0 0

Printing Expenses (if chargeable) £ 5 1 2

Fees applied for 31.12.1920

Received by me, 5.1.21

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SS. PENTEPI

lited to find another. bilge pump ran renewed: Sunder
engine room repairs effected

Boilers: The main boilers then safety valves and mountings
exam^d 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^{ts} 52: S.P. P^{ts} 52 3/4 54.
Electric light installations, single wire system, overhauled
and put in good order. Wireless fitted.

Particulars of Machinery

Triple expansion engine, three cranks, Cylinder dias. 18 3/4, 3 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 1/2 dia. propeller 13-0 dia
x 14-3 pitch, length of stem bush 5-1 1/2

Thomas Miller

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