

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 SEP 1927

Date of writing Report 19.9.27 When handed in at Local Office 19.9.27 Port of Glasgow 24.10.27 Leith 17275.  
 No. in Survey held at Glasgow Date, First Survey 26.1.27 Last Survey 19.9.1927  
 Reg. Book. on the new steel S/S "PENTOR".  
 Built at Burntisland By whom built Burntisland SBC Co Yard No. 141 When built 1927  
 Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. 860 when made 1927  
 Boilers made at Glasgow By whom made D. Rowan & Co Ltd Boiler No. 860 when made 1927  
 Registered Horse Power Owners Barnett & Brown Port belonging to London  
 Nom. Horse Power as per Rule 371 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which Vessel is intended S.S.P.P.

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute  
 Dia. of Cylinders 25-41-68 Length of Stroke 49 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 12.894 Crank pin dia. 13 1/4 Crank webs Mid. length breadth 19 3/4 Thickness parallel to axis 8 1/4  
 as fitted 13 Intermediate Shafts, diameter as per Rule 12.28 Thrust shaft, diameter at collars as per Rule 12.894  
 as fitted 12 1/2 as fitted 13 1/4 Tube Shafts, diameter as per Rule 13 1/2 Is the tube shaft fitted with a continuous liner yes  
 as fitted 13 1/2 Screw Shaft, diameter as per Rule 14 3/8 as fitted 14 3/8 Is the screw shaft fitted with a continuous liner yes  
 as fitted 14 3/8 Bronze Liners, thickness in way of bushes as per Rule 7/16 Thickness between bushes as per Rule 5/16 Is the after end of the liner made watertight in the propeller 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  
 If 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  
 If two 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 4-10  
 Propeller, dia. 17-9 Pitch 18-6 No. of Blades 4 Material Duro whether Moveable no Total Developed Surface 101.5 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2 Stroke 24 Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 24 Can one be overhauled while the other is at work yes  
 Feed Pumps No. and size 1 @ 6" x 4 1/2" x 6" Duplex Pumps connected to the Main Bilge Line No. and size 1 @ 9" x 12" x 12" General Service 8" x 6" x 8"  
 How driven Steam How driven Steam  
 Ballast Pumps, No. and size 1 @ 9" x 8" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size none  
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 4-2 1/2 Ind. Bilge 1-4 1/2  
 In Holds, &c. N°1 Hold 2-3 N°2 Hold 2-3 1/2 N°3 Hold 2-3  
 N°4 Hold 1-3 Tunnel well 2 1/2

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-6 Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1-4 1/2 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes  
 Are the 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  
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both  
 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 above  
 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  
 What Pipes pass through the bunkers Bilge Pipes How are they protected Wood Casing  
 What pipes pass through the deep tanks Have they been tested as per Rule yes  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes  
 Is the 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. 2) Total Heating Surface of Boilers 6201 sq. ft.  
 Is Forced Draft fitted no No. and Description of Boilers Three single ended Working Pressure 180  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers — Donkey Boilers —  
 (If not state date of approval) General Pumping Arrangements with ship plans Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 Connecting rod top and bottom end bolts and nuts  
 2 main bearing bolts; 1 set of coupling bolts; 1 set of feed and bilge pump  
 valves. A quantity of assorted bolts and nuts. from of various sizes

The foregoing is a correct description,

For David Rowan & Co. Ltd  
 Archd. H. Grierson,

Manufacturer.



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Lloyd's Register  
 Foundation

005453-005461-0073



1927 Jan 26 Feb 7-10-14-25 Mar 8-10-11-14-16-17-18-20-29 Apr 7-11-14-16 May 2-6-9-10-11-13-16-25-27  
 During progress of work in shops - 30 Jun 2-6-7-10-13-14-15-20-24-29 July 5-6-7-12-14 Aug 1-2-8-9-10-16-22-25-30 Sep 1-7-8-9-12-13-19  
 Dates of Survey while building - P.P.I.  
 During erection on board vessel - - -  
 Total No. of visits 59 + 13

Dates of Examination of principal parts - Cylinders 18-3-27 Slides 7-7-27 Covers 2-5-27  
 Pistons 25-5-27 Piston Rods 14-7-27 Connecting rods 24-6-27  
 Crank shaft 15-6-27 Thrust shaft 30-8-27 Intermediate shafts 20-6-27  
 Tube shaft - Screw shafts 9-9-27 Propeller 9-9-27  
 Stern tube 7-9-27 Engine and boiler seatings 5-9-27 Engines holding down bolts 7-10-27

Completion of fitting sea connections 9-9-27 Boilers fixed 7-10-27 Engines tried under steam 24-10-27  
 Completion of pumping arrangements 20-10-27 Thickness of adjusting washers Pat. Bk. R. 5/16 S. 1/16 Anti. 2 1/2 5/16 S. 5/16  
 Main boiler safety valves adjusted 13-10-27 Crank shaft material Steel Identification Mark LLOYD'S NO 860 L.C.D. 15-6-27 Thrust shaft material mark LLOYD'S NO 866 A.C. 30-8-27 Identification Mark Steel  
 Intermediate shafts, material Steel Identification Marks LLOYD'S NO 860 L.C.D. 20-6-27 Tail working Tube shaft material LLOYD'S NO 875 L.C.D. 9-9-27 Identification Mark Steel  
 Spare Screw shaft, material Steel Identification Mark LLOYD'S NO 2106 L.C.D. 9-9-27 Steam Pipes, material Test pressure 540 lb. Date of Test 8-10-27

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 carrying and burning oil fuel 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 and sent to Burntisland to be fitted in the vessel.  
 The machinery has now been satisfactorily fitted in the vessel, tried under steam and found satisfactory.  
 The machinery is now in a good and safe working condition, which renders the vessel eligible in our opinion to have the notation +L.M.C 10.27

It is submitted that this vessel is eligible for THE RECORD + LMC 10.27.C.L.  
 W.D.  
 8/11/27

The amount of Entry Fee 4/5 : 5 : -  
 Special 64 : 10 : -  
 Donkey Boiler Fee 16 : 3 : -  
 Travelling Expenses (if any) £ : :  
 When applied for, 20 SEP 1927  
 When received, 22.9.27  
 S. Davis, Engineer Surveyor to Lloyd's Register of Shipping.  
 FRI. 18 NOV 1927  
 Committee's Minute GLASGOW 20 SEP 1927  
 Assigned Deferred.

