

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office 29. 9. 19 41 Port of Glasgow  
 No. in Survey held at Reg. Book. 8451. on the "S.S. Leonard. Penn"  
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 251. When built  
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd. Engine No. 1086. When made 1941  
 Boilers made at do By whom made do Boiler No. 1086. When made  
 Registered Horse Power Owners Port belonging to  
 Nom. Horse Power as per Rule 184. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
 Trade for which Vessel is intended

**ENGINES, &c.—Description of Engines** Triple Expansion. Revs. per minute  
 Dia. of Cylinders 16.25: 24.25: 46. Length of Stroke 33. No. of Cylinders 3. No. of Cranks 3. 6.  
 Crank shaft, dia. of journals as per Rule 9.167. Crank pin dia. 9.2. Crank webs Mid. length breadth 18.2. Thickness parallel to axis 6.  
 as fitted 9.2. Mid. length thickness 6. shrunk Thickness around eye-hole 4.2.  
 Intermediate Shafts, diameter as per Rule 8.43. Thrust shaft, diameter at collars as per Rule 9.167.  
 as fitted 8.43. as fitted 9.2.  
 Tube Shafts, diameter as per Rule 9.83. Is the tube shaft fitted with a continuous liner? 1/2.  
 as fitted 9.83. as fitted 10.2.  
 Screw Shaft, diameter as per Rule 5.97. Is the screw shaft fitted with a continuous liner? 1/2.  
 as fitted 5.97. as fitted 5.97.  
 Bronze Liners, thickness in way of bushes as per Rule 5.97. Thickness between bushes as per Rule 4.48.  
 as fitted 5.97. as fitted 4.48. Is the after end of the liner made watertight in the  
 propeller boss 1/2. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 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 1/2.  
 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 3-6.  
**Propeller**, dia. 13-2. Pitch 13-3. No. of Blades 4. Material C.I. whether Moveable 20 Total Developed Surface 58 sq. feet  
**Feed Pumps** worked from the Main Engines, No. 2. Diameter 2.4. Stroke 18. Can one be overhauled while the other is at work 1/2.  
**Bilge Pumps** worked from the Main Engines, No. 2. Diameter 3. Stroke 18. Can one be overhauled while the other is at work 1/2.  
**Feed Pumps** { No. and size 10 6 x 4 1/2 x 6. How driven Steam. Pumps connected to the Main Bilge Line { No. and size How driven  
**Ballast Pumps**, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size  
 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 In Holds, &c.  
 In Pump Room

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

**MAIN BOILERS, &c.—**(Letter for record S) Total Heating Surface of Boilers 2450 sq. ft.  
 Which Boilers are fitted with Forced Draft Main. Which Boilers are fitted with Superheaters None.  
 No. and Description of Boilers One Single Ended. Working Pressure 200 lbs.  
**IS A REPORT ON MAIN BOILERS NOW FORWARDED?** 1/2.  
**IS A DONKEY BOILER FITTED?** If so, is a report now forwarded?  
 Can the donkey boiler be used for domestic purposes only  
**PLANS.** Are approved plans forwarded herewith for Shafting Yes. Main Boilers 1/2. Auxiliary Boilers Donkey Boilers  
 (If not state date of approval) Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

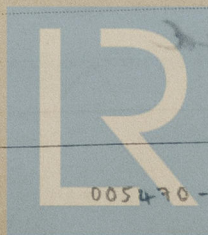
## SPARE GEAR.

Has the spare gear required by the Rules been supplied 1/2.  
 State the principal additional spare gear supplied See List attached.

The foregoing is a correct description.

For David Rowan & Co. Ltd.  
 Arch. H. Grierson.

Manufacturer.



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Lloyd's Register Foundation

005470-005479-0208



1941 Apr.: 16. 23. 24. 28 May.: 19. 29 June.: 2. 5. 13. 24 July.: 1. 4. 7. 10. 14. 15. 16 Aug.: 4. 7. 18. 22  
During progress of work in shops - - - Sep.: 1  
Dates of Survey while building { During erection on board vessel - - -  
Total No. of visits 18 22

Dates of Examination of principal parts—Cylinders 1.7.41 Slides 14.7.41 Covers 1.7.41  
Pistons 4.7.41 Piston Rods 10.7.41 Connecting rods 10.7.41  
Crank shaft 14.7.41 Thrust shaft 14.7.41 Intermediate shafts -  
Tube shaft Screw shaft 15.7.41 Propeller 15.7.41  
Stern tube 15.7.41 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 1st Light Steel

Identification Mark

1086  
74N  
14.7.41

Thrust shaft material 1st Light Steel

Identification Mark

10549-F32-A  
20.5.41-JH

Intermediate shafts, material -

Identification Marks

F33-LD310849

Tube shaft, material -

Identification Mark -

Screw shaft, material 1st Light Steel

Identification Mark

1086  
74N  
14.7.41

Test pressure

Date of Test

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case

Yes

If so, state name of vessel 1st Light Steel 1086 74N 14.7.41

General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery has been built under Special Survey and in accordance with the Rules. The materials and workmanship are good.

It has been sent to Burntisland for fitting on board.

When the machinery has been efficiently secured in position on board and satisfactorily tried under working condition it will be eligible, in my opinion for classification in the Register Book with Notation of +LRC with date and notation C.L.

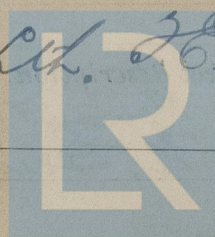
The amount of Entry Fee ... £ 3 : - :  
Special £46. 4/6 36 : 16 :  
Donkey Boiler Fee 1/6 9 : 4 :  
Travelling Expenses (if any) £ : :  
When applied for, 1 OCT 1941  
When received, 19

Committee's Minute GLASGOW 1 OCT 1941

Assigned before

Prof. J. J. Brown.  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 17 OCT 1941



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