

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

3 SEP 1930

Date of writing Report

19

When handed in at Local Office

1. 9. 1930 Port of

Glasgow

No. in Survey held at Reg. Book.

81113 on the

Glasgow

S.S. "Pencarf"

Date, First Survey

24. 4. 30

Last Survey

22. 1. Aug. 1930.

(Number of Visits 25)

Gross 2179.

Net 1281.

Built at

By whom built

Dunlop & Co. - Dundee

Yard No. 246.

When built 1930.

Engines made at

Glasgow

By whom made

Engine No. 1263.

when made 1930.

Boilers made at

Glasgow

By whom made

Boiler No. MB23.

when made 1930.

Registered Horse Power

Owners

Nom. Horse Power as per Rule

241.

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yps.

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute 80.

Dia. of Cylinders

20. 33 x 64

Length of Stroke

33

No. of Cylinders

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

10.0

Crank pin dia.

10.4

Crank webs

Mid. length breadth

shrink

Thickness parallel to axis

6.3

Intermediate Shafts, diameter

as per Rule

9.53

as fitted

9.8

Thrust shaft, diameter at collar

as per Rule

10.0

as fitted

10.2

Tube Shafts, diameter

as per Rule

9.8

as fitted

9.8

Screw Shaft, diameter

as per Rule

10.64

as fitted

11.8

Tube Shafts, diameter

as per Rule

9.8

as fitted

9.8

Is the

tube

shaft fitted with a continuous liner

Yps.

Tube Shafts, diameter

as per Rule

9.8

as fitted

9.8

Is the

tube

shaft fitted with a continuous liner

Yps.

Bronze Liners, thickness in way of bushes

as per Rule

3/8

as fitted

3/8

Thickness between bushes

as per Rule

15/32

as fitted

1/2

propeller boss

Yps.

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

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

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. 14.0 Pitch 14.0 No. of Blades 4 Material Cast Iron whether Moveable Fixed Total Developed Surface 69 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2 Stroke 18. Can one be overhauled while the other is at work Yps.

Bilge Pumps worked from the Main Engines, No. 2 Diameter 3 1/4 Stroke 18 Can one be overhauled while the other is at work Yps.

Feed Pumps No. and size 2 20 x 6 x 8 Duplex How driven Clean Pumps connected to the Main Bilge Line No. and size 1 20 x 8 x 8 Duplex 1 20 x 5 x 8 Duplex

Ballast Pumps, No. and size 1 20 x 8 x 8 Lubricating Oil Pumps, including Spare Pump, No. and size 1

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps, In Engine and Boiler Room Dry tank under bilge 1 20 x 3 1/2 In Hold, &c. No. 1 hold 2 20 x 3 1/2 No. 2 hold 2 20 x 3 1/2 No. 3 hold 2 20 x 3 1/2 No. 4 hold 2 20 x 3 1/2

Suctions, connected to both Main Bilge Pumps and Auxiliary

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 20 6

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 20 3 1/2 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yps.

Are the Bilge Suctions in the Machinery Space led from easily accessible man-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yps.

Are all Sea Connections fitted direct on the skin of the ship Yps. 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 Yps. 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 Yps. Are the Blow Off Cocks fitted with a spigot and brass covering plate Yps.

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 Yps.

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 Yps.

Is the Shaft Tunnel watertight Is it fitted with a watertight door Yps. worked from Top platform

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 3630 sq. ft.

Is Forced Draft fitted Yps. No. and Description of Boilers 2 Single ended vertical tubes Working Pressure 180 lb.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yps.

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafing Yps. 8.2.30 Main Boilers 20.2.30 Auxiliary Boilers Donkey Boilers

(If not state date of approval)

Superheaters General Pumping Arrangements 24.3.30 Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

In accordance with the Rules and additional

The foregoing is a correct description,

M. J. R. B. & Co. Ltd.
P. R. A. Hendrie.

Manufacturer.

FRI. 3 OCT 1930
FRI. 12 DEC 1930

© 2021

Lloyd's Register
Foundation

009058-009066-0074

87002

Dates of Survey while building
During progress of work in shops - - 1930 Apr 24 May 9 14 20 28 June 4 11 12 16 20 28 27 July 2 8 8 9 10 15 23 28 Aug 6 13
During erection on board vessel - - -
Total No. of visits 25

Dates of Examination of principal parts—Cylinders 14-6-30 Slides 2-7-30 Covers 3-7-30
Pistons 3-7-30 Piston Rods 20-6-30 Connecting rods 4-6-30
Crank shaft 16-5-30 (FR) Thrust shaft 20-6-30 Intermediate shafts 2-7-30
Tube shaft / Screw shaft 27-6-30 Propeller 24-6-30
Stern tube 25-6-30 Engine and boiler seatings 12-6-30 Engines holding down bolts 14-8-30
Completion of fitting sea connections 2-7-30
Completion of pumping arrangements 19-8-30 Boilers fixed 6-8-30 Engines tried under steam 22-8-30
Main boiler safety valves adjusted 19-8-30 Thickness of adjusting washers Port 7 1/8 3/8 S 1 1/2 3/8 S 3/8
Crank shaft material M. S. Steel Identification Mark 107-HCR Thrust shaft material S. M. Steel Identification Mark 805-JH-26
Intermediate shafts, material do Identification Marks 806-JH-26 Tube shaft, material do Identification Mark
Screw shaft, material do Identification Mark 807-JH-26 Steam Pipes, material S. D. Copper Test pressure 360 lbs. Date of Test 11-8-30
Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. 190
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.)
The Machinery of this vessel has been tried under special Survey and in accordance with the Rules. The materials and workmanship are good. It has been placed on board and efficiently secured in position and afterwards tried under working conditions and found satisfactory.
The Machinery of this vessel is eligible, in my opinion, to be classed in the Register Book with notation of +LMC 8-30.

It is submitted that this vessel is eligible for THE RECORD. +LMC 8-30. F.D. CL.

D. W. 4/9/30
J. W.

The amount of Entry Fee ... £ 4 : - :
Special 3/5 for Jan 36 : 3 : 2-SEP-1930
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 2-SEP-1930
When received, 18-9-30

Committee's Minute GLASGOW 2-SEP-1930

Assigned +LMC 8-30

Engineer Surveyor to Lloyd's Register of Shipping.
TUE. 23 SEP 1930



Lloyd's Register Foundation

CERTIFICATE WRITTEN.