

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Report 23-8-1943 When handed in at Local Office 23-8-1943 Port of Leith  
 Date, First Survey 21-5-43 Last Survey 19-8-1943  
 (Number of Visits ELEVEN)  
 Survey held at Burntisland  
 Reg. Book. 6709 on the S.S. "BRIGHTON"  
 Built at Burntisland By whom built Burntisland S.B.Co. Ltd. Yard No. 271  
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1128 When made 1943  
 Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1116 When made 1943  
 Registered Horse Power 512 Owners R. Chapman & Son Port belonging to Newcastle  
 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes

**GINES, &c.—Description of Engines**  
 No. of Cylinders 2 Length of Stroke 24" No. of Cylinders 2 Revs. per minute 110  
 No. of Cranks 2  
 Crank pin dia. 4" Crank webs 1" Mid. length breadth 1" Thickness parallel to axis 1"  
 Thrust shaft, diameter at collars 4" as per Rule as fitted Thickness around eye-hole 1"  
 Intermediate Shafts, diameter 4" as per Rule as fitted  
 Main Shafts, diameter 4" as per Rule as fitted Screw Shaft, diameter 4" as per Rule as fitted  
 Liners, thickness in way of bushes 1/8" as per Rule as fitted Is the after end of the liner made watertight in the  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 Is an approved Oil Gland or other appliance fitted at the after end of the tube  
 Length of Bearing in Stern Bush next to and supporting propeller  
 Propeller, dia. 24" Pitch 18" No. of Blades 3 Material Cast Iron whether Moveable No Total Developed Surface 100 sq. feet  
 Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 12" Can one be overhauled while the other is at work  
 Pumps connected to the Main Bilge Line { No. and size 20" Main Eng. Bilge 10" 12" 12" 1 Gen. Service 8" 5" 8"  
 How driven Steam  
 Lubricating Oil Pumps, including Spare Pump, No. and size 2  
 Suctions, connected to both Main Bilge Pumps and Auxiliary  
 In Holds, &c. N° 1 Hold 1P, 1S = 3" dia. N° 2 Hold 1P, 1S = 3" dia. N° 3 Hold 1P, 1S = 3" dia.  
 in Water Circulating Pump Direct Bilge Suctions, No. and size one at 5" dia. 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  
 all Sea Connections fitted direct on the skin of the ship Yes, except main injection on tank top, Port side. Are the Overboard Discharges above or below the deep water line Below  
 they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes, except main ballast on tank top. Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
 at Pipes pass through the bunkers Bilge Suctions How are they protected Wood ceiling  
 at pipes pass through the deep tanks Bilge Suctions Have they been tested as per Rule Yes  
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 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 No worked from Yes

**IN BOILERS, &c.—(Letter for record)** Total Heating Surface of Boilers  
 Which Boilers are fitted with Forced Draft  
 and Description of Boilers  
 Working Pressure  
**A REPORT ON MAIN BOILERS NOW FORWARDED**  
**A DONKEY BOILER FITTED**  
 the donkey boiler be used for domestic purposes only See Glasgow Report N° 67272  
 Are approved plans forwarded herewith for Shafting (If not state date of approval)  
 Main Boilers Auxiliary Boilers Donkey Boilers  
 General Pumping Arrangements  
 Oil fuel Burning Piping Arrangements  
**SPARE GEAR.**  
 the spare gear required by the Rules been supplied Yes  
 the principal additional spare gear supplied One C.I. Propeller.

The foregoing is a correct description.

Manufacturer.



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004387-004393-0262



Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - -  
Total No. of visits eleven.

Dates of Examination of principal parts—Cylinders Slides Covers  
Pistons Piston Rods Connecting rods  
Crank shaft Thrust shaft Intermediate shafts  
Tube shaft Screw shaft in place 15-6-43 Propeller in place 15-6-43  
Stern tube in place 11-6-43 Engine and boiler seatings 15-6-43 Engines holding down bolts 29-7-43  
Completion of fitting sea connections 15-6-43  
Completion of pumping arrangements 12-8-43 Boilers fixed 9-7-43 Engines tried under steam 12-8-43 & 19-8-43  
Main boiler safety valves adjusted 12-8-43 & 17-8-43 Thickness of adjusting washers PORT BOILER CENTRE BOILER STAR BOILER  
Crank shaft material Identification Mark Thrust shaft material Identification Mark  
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark  
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test  
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 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 ✓  
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 S.S. "CARLTON" Lth. Rpt. N: 2078

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery—Glasgow Report N: 6727—has been efficiently fitted on board, the materials and workmanship being sound and good. On completion, the safety valves were adjusted to 220 lbs/sq. in. and the Main and Auxiliary machinery were tried under working conditions at sea and found satisfactory. This machinery in my opinion, is in a safe, working condition and eligible to the class in the Register Book with the notation of L.M.C. 8-43, T.S.C.L., F.II.

The amount of Entry Fee ... £ 20-2-6  
Special ... £  
Donkey Boiler Fee ... £  
Travelling Expenses (if any) £ 1 1 0  
When applied for, 24-8-1943.  
When received,

J. J. Campbell  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 31 AUG 1943  
Assigned +LMC 8.43: 3D CL