

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

(Received at London Office)

27 JUN 1936

26 JUN 1936

Date of writing Report \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 57301 Survey held at S. Shields Date, First Survey and Last Survey 25 June 1936  
on the Machinery of the Wood, Iron or Steel "BRYNYMOR" (No. of Visits 1)

Tonnage } Gross 4720 Vessel built at Burntisland By whom Burntisland S.S. Co Ltd When 1936  
          } Net 2920 Engines made at Glasgow By whom S. Logan & Co When 1936

Nominal Horse Power } \_\_\_\_\_ Boilers, when made (Main) 1936 (Donkey) \_\_\_\_\_  
No. of Main Boilers \_\_\_\_\_ Owners Brynymore S.S. Co. Ltd. Owners' Address \_\_\_\_\_

No. of Donkey Boilers \_\_\_\_\_ Managers Andrew Davies & Matthews Ltd Port Swansea Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock Middle Sks. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Kleg.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage 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 \_\_\_\_\_

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? \_\_\_\_\_

" " Donkey " " " " \_\_\_\_\_

If this was not done, state for what reasons? \_\_\_\_\_

And what parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

Also 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? \_\_\_\_\_

State latest date of internal examination of each boiler \_\_\_\_\_ Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of Donkey Boiler? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

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

Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? \_\_\_\_\_

Has shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_

Has the shaft now fitted been previously used? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? \_\_\_\_\_

State date of examination of Screw Shaft \_\_\_\_\_ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft not taken.

Engine parts, when referred to by numbers, should be counted from forward. \_\_\_\_\_ Is electric light and/or power fitted? Complete.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. \_\_\_\_\_

*Vessel placed in dry dock. examination made of propeller, and underwater fastenings.*

General Observations, Opinion, and Recommendation:— The machinery of this vessel  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 149 lb., F.D., &c.)

as now seen is in my opinion eligible to remain as classed.

Survey Fee (per Section 29) £ : : Fees applied for \_\_\_\_\_  
Special Damage or Repair Fee (if any) (per Section 29.) £ : : \_\_\_\_\_  
Travelling expenses (if chargeable) £ : : \_\_\_\_\_  
Received by me, \_\_\_\_\_

Committee's Minute \_\_\_\_\_  
Assigned \_\_\_\_\_

TUE. 7 JUL 1936

*Richard Shaw* 2020  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to \_\_\_\_\_

5500-6911

