

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

29 JUN 1936

Date of writing Report 24/6/1936 When handed in at Local Office 24/6/1936 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 8/5/36 Last Survey 22/6/1936
 Reg. Book. 37301 on the s/s "BRYNYMOR" (Number of Voids 10)
 Built at Burntisland By whom built Burntisland SBC Ltd Yard No. 197 When built 1936
 Engines made at Glasgow By whom made D. Rowan & Co Ltd Engine No. 991 When made 1936
 Boilers made at Glasgow By whom made D. Rowan & Co Ltd Boiler No. 991 When made 1936
 Registered Horse Power Owners Brynmor SBC Ltd Port belonging to Swansea
 Nom. Horse Power as per Rule 377 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. Mid. length breadth shrunk Thickness parallel to axis
 as fitted Mid. length thickness Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted as fitted
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
 as fitted as fitted
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the
 propeller boss If the liner is in more than one length 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of Blades Material whether Movable Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps No. and size 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 1P25D3"dia Tunnel well suction 1@2½"dia
 In Pump Room N°4 Hold 1P4S3½"dia 1P4S3"dia N°5 Hold 1P4S2½"dia Hold well suction 1@2½"dia
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1@6"dia Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1@5½"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
 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 suction How are they protected Wood ceiling
 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 grating

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

Working Pressure

Is Forced Draft fitted

No. and Description of Boilers

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers 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

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.



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Foundation

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - - May 8, 14, 21, 28 June 4, 11, 12, 16, 19, 22.
 Total No. of visits 10

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings 21/5/36 Engines holding down bolts 4/6/36
 Completion of fitting sea connections 21/5/36
 Completion of pumping arrangements 12/6/36 Boilers fixed 4/6/36 Engines tried under steam 22/6/36
 Main boiler safety valves adjusted 11/6/36 Thickness of adjusting washers MB P $\frac{3}{8}$ S $\frac{5}{16}$ P $\frac{3}{8}$ S $\frac{3}{8}$ Aux. B. P $\frac{3}{8}$ S $\frac{3}{8}$
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ^{Superficial} $\frac{1}{4}$ 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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been efficiently fitted on board, the material & workmanship being sound & good.
 On completion, all safety valves were adjusted 2.20 lbs. to the Main & Auxiliary machinery were tried under working conditions & found satisfactory.
 This machinery in my opinion, is in safe working condition & eligible to be classed in the Register Book with the notation of LMC 6-36 & TS (CL) 6-36

The amount of Entry Fee ... £ :
 Special ... £ See Glasgow
 Donkey Boiler Fee ... £ Rpt No 37024
 Travelling Expenses (if any) £ 1-18-0 2-7-36 3/7
 When applied for, 27/6/1936
 When received, 27/6/1936

Chas R. Rowcliffe
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 8 JUL 1936

Assigned

+ LMC 6.36
 22, CL



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