

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

No. 57024

Date of writing Report

19

When handed in at Local Office

16.5.36

Port of

Received at London Office

20 MAY 1936

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey

17.12.35

Last Survey

15.5.1936

on the new steel S/S "BRYNYMOR".

(Number of Visits 47)

Built at

Buntisland

By whom built

Buntisland SBC

Yard No. 197

Gross Tons

Net Tons

When built

1936

Engines made at

Glasgow

By whom made

Davie Rowan & Co. Ltd

Engine No. 991

When made

1936

Boilers made at

Glasgow

By whom made

Davie Rowan & Co. Ltd

Boiler No. 991

When made

1936

Registered Horse Power

Owners

Port belonging to

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

21 1/2 - 35 - 62

Length of Stroke

45

No. of Cylinders

3

Revs. per minute

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 12.57"

Crank pin dia.

13"

Crank webs

Mid. length breadth

19"

Thickness parallel to axis

8 1/8"

Intermediate Shafts, diameter

as per Rule

as fitted

11.94"

Thrust shaft, diameter at collars

as per Rule

as fitted

12.57"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

13.49"

Is the tube screw shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

propeller boss

yes

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

yes

If two liners are fitted, is the shaft lapped or protected between the liners

yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

4-6"

Propeller, dia.

18-3"

Pitch

18-6"

No. of Blades

4

Material

Bronze

whether Moveable

no

Total Developed Surface

108

sq. feet

Feed Pumps worked from the Main Engines, No.

none

Diameter

-

Stroke

-

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

2

Diameter

4"

Stroke

24"

Can one be overhauled while the other is at work

yes

Feed Pumps

No. and size

2 @ 4-9 1/2 x 21"

Pumps connected to the

Main Bilge Line

No. and size

How driven

Steam

Ballast Pumps, No. and size

1 @ 9-12 x 12 Duplex

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 Pump Room

In Holds, &c.

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

No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones

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 stakehold 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

5537 sq ft

Is Forced Draft fitted

yes

No. and Description of Boilers

2 SB & 1 aux

Working Pressure

220

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

no

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

no

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

-

(If not state date of approval)

Superheaters

no

General Pumping Arrangements

no

Oil fuel Burning Piping Arrangements

-

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

State the principal additional spare gear supplied

one screw shaft and one propeller

The foregoing is a correct description,

For David Rowan & Co. Ltd

Arch. H. Grierson

Manufacturer.



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Lloyd's Register
Foundation

W1167-0053

If not, state whether, and when, one will be sent
 Is a Report also sent on the Hull of the Ship?

The words which do not apply should be deleted.

1935 Dec.: 17. 23 (1936) Jan.: 7. 10. 16. 29. 30 Feb.: 3. 5. 14. 17. 18. 24. 28 Mar.: 3. 4. 5. 9. 10. 16. 18. 20. 23. 24. 30. 31 Apr.: 3. 6. 8. 10. 14. 18. 20. 24. 27. 29
 30 May: 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31
 During progress of work in shops --
 During erection on board vessel --
 Total No. of visits 147

Dates of Examination of principal parts—Cylinders 9-3-36 Slides 30-3-36 Covers 6-4-36
 Pistons 15-4-36 Piston Rods 20-4-36 Connecting rods 28-2-36
 Crank shaft 24-3-36 Thrust shaft 30-3-36 Intermediate shafts 14-4-36
 Tube shaft — Screw shafts 14-4-36 Propeller 4-5-36. C.S. 7-5-36
 Stern tube 7-5-36 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 J. Steel Identification Mark LLOYD'S No. 4974 L.S.D. 24-3-36 Thrust shaft material J. Steel Identification Mark LLOYD'S No. 11675 L.S.D. 30-3-36
 Intermediate shafts, material J. Steel Identification Marks LLOYD'S No. 2361-2 10591-2-5-4 L.C.D. 14-4-36 Tube shaft, material Identification Mark
 Screw shafts material J. Steel Identification Mark LLOYD'S No. 10389-10 L.C.D. 4-5-36 Steam Pipes, material steel Test pressure 660 Date of Test 5-5-36

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.)
 * In addition to these marks each forging is stamped with its original forging numbers as per forging reports herewith.
 The materials and workmanship are good.
 The machinery has been constructed under special survey and has been sent to Burntisland to be fitted in the vessel.
 Upon satisfactory completion of trials the machinery will in my opinion be eligible for classification and the record + LMC (with date).
 16/5/36.

GLASGOW On Completion
 The amount of Entry Fee ... £ 5 : - :
 Special 4/5 fee due £ 65 : 5 :
 Donkey Boiler Fee due £ 16 : 6 :
 Travelling Expenses (if any) £ : :
 When applied for, 18 MAY 1936
 When received, 23/6/1936
 Committee's Minute GLASGOW 19 MAY 1936
 Assigned Deferred.

S. J. Davis.
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 3 JUL 1936 © 2020 Lloyd's Register Foundation