

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Date of writing Report 19... When handed in at Local Office 16.5.36 Port of Glasgow
 Received at London Office 20 MAY 1936
 No. in Survey held at Glasgow Date, First Survey 17.12.35 Last Survey 15.5.1936
 Reg. Book. on the new steel S/S "BRYNYMOR". (Number of Visits 47)
 Built at Buntisland By whom built Buntisland SBCO Yard No. 197 When built 1936
 Engines made at Glasgow By whom made David Rowan & Co. Ltd Engine No. 991 When made 1936
 Boilers made at Glasgow By whom made David 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 Triple expansion
 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" as fitted 12 5/8" Crank pin dia. 13" Crank webs Mid. length breadth 19" Thickness parallel to axis 8 1/8" Mid. length thickness 8 1/8" Thickness around eye-hole 5 1/16"
 Intermediate Shafts, diameter as per Rule 11.97" as fitted 12" Thrust shaft, diameter at collars as per Rule 12.57" as fitted 12 5/8"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 13.49" as fitted 13 1/2" Is the tube screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 7 1/4" as fitted 3 3/4" Thickness between bushes as per Rule 5 3/8" as fitted 1 1/16" 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 - Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no 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 @ 7-9 1/2 x 21" How driven steam Pumps connected to the Main Bilge Line No. and size How driven
 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 Independent Power Pump Direct Suctions to the Engine Room Bilges, 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 auxy Working Pressure 220
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers -
 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

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.

The foregoing is a correct description,
 For David Rowan & Co. Ltd
 Arch. W. Grierson

Manufacturer.



115070

1935 Dec: 17. 23 (1936) Jan: 7. 10. 16. 29. 30 Feb: 3. 5. 14. 17. 18. 24. 28 Mar: 2. 4. 5. 9. 10. 16. 18. 20. 23. 24. 30. 31 Apr: 3. 6. 8. 10. 14. 15. 20. 24. 27. 29
 30 May: 1. 4. 5. 6. 7. 8. 11. 13. 14. 15

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. Cispanado 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.C.D. 24-3-36 Thrust shaft material J. Steel Identification Mark * LLOYD'S No 11675 L.C.D. 30-3-36
 Intermediate shafts, material J. Steel Identification Marks * LLOYD'S No 2361-2 10991-2-5-4 L.C.D. 14-4-36 Tube shaft, material — Identification Mark —
 Screw shafts material J. Steel Identification Mark * LLOYD'S No 10389-90 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, etc.)
 * 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 Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 5 : - :
 Special 4/5 fee due 1/5 £ 65 : 5 :
 Donkey Boiler 1/5 Fee due 1/5 £ 16 : 6 :
 Travelling Expenses (if any) £ : :
 When applied for, 18 MAY 1936
 When received, 23/6/1936

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

Committee's Minute GLASGOW 19 MAY 1936

Assigned Deferred

FRI. 3 JUL 1936 © 2020
 See Lth. J.E. 18/1/35
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