

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

(Received at London Office

26 OCT 1942

Report of writing Report 15th Sept. 1942 When handed in at Local Office 15th Sept. 1942 Port of New York

Survey held at New York Date, First Survey 25th Aug. Last Survey 14th Sept. 1942 (No. of Visits 7)

on the Machinery of the ~~WOODBURN~~ Steel S.S. "AELYBRYN" Year. Month.

Gross 4986 Vessel built at Sunderland By whom Sir J. Laing & Sons, Ltd. When 1938 4

Net 2947 Engines made at Sunderland By whom N.E. Marine Eng. Co. Ltd. When 1938 -

353 Boilers, when made (Main) 1938 (Aux. Boilers) 1938

Main Boilers 2 Owners Brynmor S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Aux. Boilers 1 Managers Ambrose Davies & Matthews Ltd. Port London Voyage -

Pressure in Boilers 220 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Aux. Boilers 220 lbs. (State name of Dock.) Bethlehem 27th St., Brooklyn, N.Y.

Report No. Port Particulars of Examination and Repairs (if any) Fastenings & BS

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on

of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case.

age cases where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined.

damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Aux. Boilers " " " Yes

was not done, state for what reasons?

at parts of the Boilers could not be thus thoroughly examined?

any 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?

Next date of internal examination of each boiler Main, Aug. 25 & Aux. Sept. 8, 1942 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lbs.

Surveyor examine the Safety Valves of Aux. Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Aux. Boilers? Yes

Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Aux. Boilers? Yes

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Aux. Boilers? Yes

Screw shaft now been drawn and examined? - 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? -

Shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Distance 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 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

DONE:- Vessel placed in dry dock, propeller, sea cocks & valves with their shell fastenings, lined and now placed in good condition.

The 2 main and 1 auxiliary boilers were examined over all parts with doors, mountings & safety valves & found in good condition. Safety valves adjusted under steam as stated above.

Wear & Tear:- (1) Main circulating pump impeller shaft skimmed up and new bushes fitted. Two intermediate stop valves reseated.

Four intermediate shaft couplings showed indications of working. Coupling bolts removed, holes ed out and new coupling bolts fitted.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are in

good condition and eligible in our opinion to be continued as classed without fresh record of survey and condition of B.S. 9, 42.

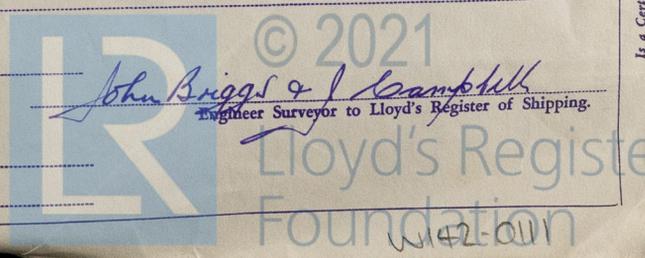
Fee (per Section 29) E.S. \$ 45.00 Fees applied for Sept 17, 1942

Repair Fee (if any) \$ 15.00 Received by me

Expenses (if chargeable) \$ 2.00

Committee's Minute NEW YORK SEP 27 1942

Signed As Surveyor B. S. 9, 42



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

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

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Lloyd's Register Foundation

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