

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

on the Machinery of the ~~WOODHULL~~ 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.~~ 1938  
 Main Boilers 2 Owners Brynmor S.S. Co. Ltd. Owners' Address -  
 Aux. Boilers 1 Managers Ambrose Davies & Matthews Ltd. Port London Voyage -  
 Pressure 220 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
 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 &amp; BS

ical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the  
 of Repairs, if any, and, in detail, 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  
 s being detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
 and initials 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  
 fered 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. " " " Yes

was not done, state for what reasons?

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

at 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?

Last date of internal examination of each boiler Main, Aug. 25 &amp; 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. Boiler? 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? -

Screw shaft now been changed? - If so, state reasons -

Screw 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? -

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 1/16"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light ~~not~~ 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  
 reamed out and new coupling bolts fitted.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are in  
 good condition, and it 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.S.M.S. 9.11, L.M.C. 9.11, or  
 L.M.C. 140 lb., F.D., &c.)

condition and eligible in our opinion to be continued as classed without fresh record of survey and  
 reclassification of B.S. 9.42.

Fee (per Section 29) B.S. \$ 45.00

Repair Fee (if any) \$ 15.00

(per Section 29.)

Expenses (if chargeable) \$ 2.00

Fees applied for

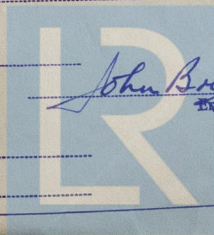
Sept 17, 1942

Received by me

for 28 1942

Committee's Minute NEW YORK SEP 27 1942

Signed As per B. S. 9.42.



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John Briggs & J. Campbell  
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