

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

13 NOV 1929

Date of writing Report

19

When handed in at Local Office

11

1929 Port of

Glasgow

No. in Survey held at

Glasgow

Date, First Survey

27

11

28

Last Survey

9-11

1929

Reg. Book.

on the new steel S/S BRYNYMOR

(Number of Visits 32)

Built at

Buntisland

By whom built

Buntisland S/S Co Ltd

Yard No. 156

Tons

Gross

Net

When built 1929

Engines made at

Glasgow

By whom made

David Rowan &amp; Co Ltd

Engine No. 912

when made

1929

Boilers made at

Glasgow

By whom made

David Rowan &amp; Co Ltd

Boiler No. 912

when made

1929

Registered Horse Power

Owners

P.S.-O.I.-E.I

Port belonging to

Nom. Horse Power as per Rule

331

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

P.S.-P.-P.C

ENGINES, &amp;c.—Description of Engines

Triple expansion

Revs. per minute

Dia. of Cylinders

23"-39"-65"

Length of Stroke

45"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 12.695"

Crank pin dia.

13"

Crank webs

Mid. length breadth 18 1/2"

Mid. length thickness

8 1/8"

Thickness parallel to axis 8 1/8"

Intermediate Shafts, diameter

as per Rule 12.09"

as fitted 12 1/8"

Thrust shaft, diameter at collars

as per Rule 12.695"

as fitted 12 1/8"

Cable Shafts, diameter

as per Rule 12.695"

as fitted 12 1/8"

Screw Shaft, diameter

as per Rule 13.595"

as fitted 13 3/4"

Is the { tube } shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule 7 1/3"

as fitted 3 1/4"

Thickness between bushes

as per Rule 5 3/5"

as fitted 4 1/6"

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

yes

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

no

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

end of the tube shaft

no

Length of Bearing in Stern Bush next to and supporting propeller

4-7"

Propeller, dia.

18-0"

Pitch

18-0"

No. of Blades

4

Material

Cast iron whether Moveable

no

Total Developed Surface

104.6 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

3 1/4"

Stroke

24"

Can one be overhauled while the other is at work

yes

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

How driven

Pumps connected to the

Main Bilge Line

No. and size

How driven

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 Holds, &amp;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-boxes

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 stokehold 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

department to another

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &amp;c.—(Letter for record (S) )

Total Heating Surface of Boilers

5190

Is Forced Draft fitted

no

No. and Description of Boilers

2 SB

Working Pressure

200

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

yes

IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

PLANS.

Are approved plans forwarded herewith for Shafting

no

Main Boilers

yes

Auxiliary Boilers

no

Donkey Boilers

yes

Superheaters

no

General Pumping Arrangements

no

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

For David Rowan &amp; Co. Ltd

Archd. W. Grierson.

Manufacturer.



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Lloyd's Register Foundation

W481-0062



Certificate to be sent to

The amount of Entry Fee ... £ 5 : ✓  
 1/2 fee due 1st ap ... £ 59 : 15 : ✓  
 Special ...  
 1/2 fee due 2nd ap ... £ 14 : 18 : ✓  
 Donkey Boiler Fee ...  
 Travelling Expenses (if any) £ : : ✓

When applied for,  
**11 NOV 1929**

When received,  
 20 NOV 1929

Committee's Minute

GLASGOW

12 NOV 1929

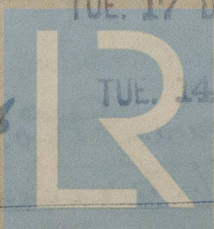
Assigned Deferred.

*S. C. Davis*

Engineer Surveyor to Lloyd's Register of Shipping.

TUE, 17 DEC 1929

TUE, 14 JAN 1930



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