

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

of writing Report 12-1-1940 When handed in at Local Office 12-1-1940 Port of Leith
 in Survey held at Burntisland Date, First Survey 24-10-39 Last Survey 10-1-1940
 Book. 763 on the S.S. "IAN-Y-BRYN."
 at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 239
 Engines made at Glasgow By whom made J. Rowan & Co. Ltd. Engine No. 1049
 Boilers made at Glasgow By whom made J. Rowan & Co. Ltd. Boiler No. 1049
 Registered Horse Power Owners Brynmor Steamship Co. Ltd. Port belonging to London
 Horse Power as per Rule 458 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 for which Vessel is intended

INES, &c.—Description of Engines
 of Cylinders Length of Stroke No. of Cylinders Revs. per minute 82 (LIGHT SHIP)
 shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
 Thrust shaft, diameter at collars as per Rule as fitted
 Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube shaft fitted with a continuous liner
 Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as fitted Is the after end of the liner made watertight in the
 If the liner is in more than one length the junctions made by fusion through the whole thickness of the liner
 Liner does not fit tightly at the part between the bearings in the tube is the space charged with a plastic material insoluble in water and non-corrosive
 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
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 No. and size Pumps connected to the Main Bilge Line No. and size 2 on Main Engines. 1 Ballast. 1 Steam.
 How driven Lubricating Oil Pumps, including Spare Pump, No. and size
 independent means arranged for circulating water through the Oil Cooler
 Pumps;—In Engine and Boiler Room 2 PORT, 1 STAR at 3" dia. 1 STAR at 5" dia. 1 oil bilge suction STAR at 2 1/2" dia.
 In Holds, &c. No. 1 HOLD, 1 PORT, 1 STAR at 3" dia. No. 2 HOLD, 1 PORT, 1 STAR at 3 1/2" dia.
 No. 1, 1 PORT, 1 STAR at 2 1/2" dia. No. 4 HOLD, 1 PORT, 1 STAR at 3 1/2" dia. No. 5 HOLD, 1 PORT, 1 STAR at 3" dia. HOLD WELL SUCTION at 2 1/2" dia.
 Water Circulating Pump Direct Bilge Suctions, No. and size one @ 8" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size one @ 5" dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes.
 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 Yes.
 Sea Connections fitted direct on the skin of the ship Yes. Are they fitted with Valves or Cocks Both
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line MAIN DISCHARGE BELOW. OTHERS ABOVE.
 each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes.
 Pipes pass through the bunkers Bilge Suctions How are they protected Wood ceiling
 pipes pass through the deep tanks Have they been tested as per Rule
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes.
 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
 ment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from engine room top platform.

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
 Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 and Description of Boilers Working Pressure
 REPORT ON MAIN BOILERS NOW FORWARDED?
 DONKEY BOILER FITTED? Glasgow 12-6-42
 donkey boiler be used for domestic purposes only If so, is a report now forwarded?
 N.S. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 General Pumping Arrangements Oil fuel Burning Piping Arrangements
 SPARE GEAR.
 spare gear required by the Rules been supplied Yes.
 principal additional spare gear supplied One C.I. propeller. One screw shaft.

The foregoing is a correct description.

Manufacturer.



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Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits eleven

Dates of Examination of principal parts—Cylinders
Pistons
Crank shaft
Tube shaft
Stern tube in place 8/11/39
Completion of fitting sea connections 8/11/39
Completion of pumping arrangements 25/12/39
Main boiler safety valves adjusted 25/12/39
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel Yes.
Have the requirements of the Rules for the use of oil as fuel been complied with Yes.
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No.
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 YES. If so, state name of vessel "CEFN-Y-BRYN"

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery - Glasgow Report No 6174 has been efficiently fitted on board, the materials and workmanship being sound and good. On completion, the safety valves were adjusted to 220 lbs/sq in and the Main and Auxiliary machinery were tried under working conditions at sea and found satisfactory. This machinery in my opinion, is in a safe working condition and eligible to be classed in the Register Book with the notation of L.M.C. 1-40, T.S.C.L., F.II. Fitted for oil fuel, 1-40, F.P. above 150°F.

The amount of Entry Fee
Special L.M.C. 18 15 0
Donkey Boiler Fee
Travelling Expenses (if any) 1 13 3

Committee's Minute

Assigned

+ L.M.C. 1.40
2 S.B. (one) 22
1 Aux S.B. 22 for oil fuel 1.40

Engineer Surveyor to Lloyd's Register of Shipping



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