

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 NOV 1939

of writing Report *S.A.P.* When handed in at Local Office 13: 11: 1939 Port of **GLASGOW**  
 in Survey held at **GLASGOW** Date, First Survey 16: 6: 39 Last Survey **9th Nov. 1939**  
 Book. **3** on the **S/S DAN-Y-BRYN** (Number of Visits **1**)  
 Tons { Gross **5117**  
 Net **3034**  
 at **BURHTISLAND** By whom built **BURHTISLAND S.B. CO. LD.** Yard No. **239** When built  
 Engines made at **GLASGOW** By whom made **D. ROWAN & CO. LD.** Engine No. **1049** When made **1939**  
 Boilers made at **-DO-** By whom made **-DO-** Boiler No. **1049** When made **1939**  
 Indicated 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**  
 Name of Vessel for which intended

**MACHINERY, &c.**—Description of Engines **Triple Expansion** Revs. per minute **72**  
 No. of Cylinders **2 1/2 - 36 - 65** Length of Stroke **48"** No. of Cylinders **3** No. of Cranks **3**  
 Propeller shaft, dia. of journals as per Rule **13.241"** Crank pin dia. **13 1/4"** Crank webs Mid. length breadth **20"** Thickness parallel to axis **8 1/2"**  
 as fitted **13 1/4"** Mid. length thickness **8 1/2"** Thickness around eye-hole **6"**  
 Intermediate Shafts, diameter as per Rule **12.61"** Thrust shaft, diameter at collars as per Rule **13.241"**  
 as fitted **12 5/8"** as fitted **13 1/4" (Mitchell)**  
 Main Shafts, diameter as per Rule **-** Screw Shaft, diameter as per Rule **14.11"** Is the **rod** shaft fitted with a continuous liner **Yes**  
 as fitted **-** as fitted **14 1/4"** Is the **screw** shaft fitted with a continuous liner **Yes**  
 Liner thickness in way of bushes as per Rule **.73"** Thickness between bushes as per Rule **.59"** Is the after end of the liner made watertight in the  
 as fitted **3/4"** as fitted **11/16"** 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**  
 No 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 **4'-9"**  
 Propeller, dia. **17'-6"** Pitch **16'-6"** No. of Blades **4** Material **Brass** whether Moveable **No** Total Developed Surface **108** sq. feet  
 Main Pumps worked from the Main Engines, No. **none** Diameter **-** Stroke **-** Can one be overhauled while the other is at work **-**  
 Auxiliary Pumps worked from the Main Engines, No. **2** Diameter **4"** Stroke **24"** Can one be overhauled while the other is at work **Yes**  
 No. and size **2 @ 9 1/2" x 7" x 21"** Pumps connected to the Main Bilge Line { No. and size  
 How driven **Steam** How driven  
 Main Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size  
 Two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Pumps;—In Engine and Boiler Room  
 Pump Room In Holds, &c.

**Water Circulating Pump Direct Bilge Suctions, No. and size** Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes  
 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  
 All Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 Key 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  
 Key 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  
 Pipes pass through the bunkers How are they protected  
 All pipes pass through the deep tanks Have they been tested as per Rule  
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
 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 **6912** sq. ft. (oil burning)  
 Forced Draft fitted **M.B. only** No. and Description of Boilers **2 SE + 1 Aux.** Working Pressure **220 lb.**  
 A REPORT ON MAIN BOILERS NOW FORWARDED? **Yes**  
 A DONKEY BOILER FITTED? **No** If so, is a report now forwarded? **-**  
 Is a donkey boiler intended to be used for domestic purposes only **-**

**APPROVED PLANS.** Are approved plans forwarded herewith for Shafting Main Boilers **31/5/39** Auxiliary Boilers **Yes** Donkey Boilers **-**  
 (If not state date of approval)  
 Overheaters **No** General Pumping Arrangements **1/11/39** Oil fuel Burning Piping Arrangements **1/11/39**

### SPARE GEAR.

Is the spare gear required by the Rules been supplied **Yes**  
 Is the principal additional spare gear supplied **1 - Propeller shaft. 1 - C.I. Propeller.**

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

Manufacturer.



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 Foundation

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1939 June: 16, 27 July: 7, 12 Aug: 3, 4, 9, 15, 16, 23, 29 Sep: 2, 4, 6, 11, 12, 13, 14, 15  
 During progress of work in shops - - 27, 28 Oct: 2, 3, 4, 5, 6, 9, 10, 11, 16, 18, 23, 24, 30, 31 Nov: 1, 3, 6, 9

Dates of Survey while building  
 During erection on board vessel - - -  
 Total No. of visits 49

Dates of Examination of principal parts—Cylinders 4-9-39 Slides 28-9-39 Covers 6-9-39  
 Pistons 24-10-39 Piston Rods 24-10-39 Connecting rods 28-9-39  
 Crank shaft 20-9-39 Thrust shaft 4-9-39 Intermediate shafts 4-10-39  
 Tube shaft - Screw shaft 3-11-39 Propeller 3-11-39  
 Stern tube 6-11-39 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 S.M. Steel Identification Mark 8823NK Thrust shaft material S.M. Steel Identification Mark 8823  
 Intermediate shafts, material S.M. Steel Identification Marks 8823ATB Tube shaft, material - Identification Mark -  
 Screw shaft, material S.M. Steel Identification Mark 8823ATB Steam Pipes, material Steel Test pressure 660 lb. Date of Test 31/10/39  
 Is an installation fitted for burning oil fuel - 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 - 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 Yes If so, state name of vessel "CEFN-Y-BRYN" GLG.R.P.

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been built under special survey in accordance with the Rules and approved plans, and the materials and workmanship are good. In my opinion, it will be eligible to be classed in the Register Book with record + LMC, with date, when satisfactorily installed in the vessel and upon completion of trials. The machinery has been sent to Burntisland and the Leith Surveyors have been advised.

956  
 13/11/39

The amount of Entry Fee ... £ 5 : - :  
 4/5 Special ... £ 74 : 19 :  
 1/5 LEITH A/C Donkey Boiler Fee ... £ 18 : 15 :  
 Travelling Expenses (if any) £ : :  
 When applied for, 14 NOV 1939  
 When received, 11/11/39

Committee's Minute GLASGOW 14 NOV 1939  
 Assigned Beperud

Engineer Surveyor to Lloyd's Register of Shipping



Certificate to be sent to  
 The Surveyors are requested not to write on or below the space for Committee's Minute.