

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 NOV 1939

of writing Report 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)

at BURHTISLAND By whom built BURHTISLAND S.B. CO. LD. Yard No. 239 Tons { Gross 5117 Net 3034

ines made at GLASGOW By whom made D. ROWAN & CO. LD. Engine No. 1049 When made 1939

lers made at -DO- By whom made -DO- Boiler No. 1049 When made 1939

istered Horse Power - Owners Brynmor Steamships 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

de for which Vessel is intended

INES, &c.—Description of Engines Triple Expansion Revs. per minute 72

of Cylinders 22 1/2" - 36" - 65" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

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" (Michell)

Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 14.11" Is the screw shaft fitted with a continuous liner Yes

as fitted - as fitted 14 1/4"

Size Liners, thickness in way of bushes as per Rule 1.73" Thickness between bushes as per Rule 1.59" Is the after end of the liner made watertight in the

as fitted 3/4" as fitted 1 1/16"

ller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

e 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

o 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

No If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 4'-9"

eller, dia. 17'-6" Pitch 16'-6" No. of Blades 4 Material Brass whether Moveable No Total Developed Surface 108 sq. feet

l Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -

e Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes

d { No. and size 2 @ 9 1/2" x 7" x 21" Pumps connected to the { No. and size -

PS { How driven Steam Main Bilge Line { How driven -

ast Pumps, No. and size - Lubricating Oil Pumps, including Spare Pump, No. and size -

wo 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 -

ump Room - In Holds, &c. -

Water Circulating Pump Direct Bilge Suctions, No. and size - Independent Power Pump Direct Suctions to the Engine Room Bilges, -

nd size - Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes -

he 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 -

ll Sea Connections fitted direct on the skin of the ship - Are they fitted with Valves or Cocks -

hey 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 -

hey 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 -

t 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 -

e 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

artment to another - Is the Shaft Tunnel watertight - Is it fitted with a watertight door - worked from -

IN 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? -

e donkey boiler intended to be used for domestic purposes only -

ANS. Are approved plans forwarded herewith for Shafting - Main Boilers 31/5/39 Auxiliary Boilers Yes Donkey Boilers -

(If not state date of approval)

reheaters No General Pumping Arrangements 1/11/39 Oil fuel Burning Piping Arrangements 1/11/39

SPARE GEAR.

the spare gear required by the Rules been supplied Yes

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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Lloyd's Register
Foundation

004405-004410-0127

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 - Boilers fixed - Engines tried under steam -
Completion of pumping arrangements - Thickness of adjusting washers -
Main boiler safety valves adjusted - Crank shaft material S.M. Steel Identification Mark 8823 NK Thrust shaft material S.M. Steel Identification Mark 8823
Intermediate shafts, material S.M. Steel Identification Marks 8823 AJB Tube shaft, material - Identification Mark -
Screw shaft, material S.M. Steel Identification Mark 8823 AJB 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" GLE.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.

Qsb
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 Leperud

Engineer Surveyor to Lloyd's Register of Shipping

