

(Received at London Office

No. in Survey held at London Date. First Survey 27-5-46 Last Survey 28-3 19 47  
Reg. Book. (No. of Visits 27)

Gross 5164 Vessel built at Buentsland By whom Buentsland S.B. L. Ltd When 1959 8

Tonnage (Net 3067 Engines made at Phosgen By whom J. Nowan & Co. When 1939  
Nominal 110 HP

Horse Power ABO Hn. Boilers, when made (Main) 1937 (Donkey) ✓  
No. of Main Boilers 2 SB CHANNEL  
Dumano Lake, Chippewic, A Ltd Owners' Address ✓

No. of Donkey Boilers. <u>150</u>	Owners. <u>James Thompson &amp; Co. Ltd.</u>	Owners Address. <u>London</u>
Steam Pressure. <u>150</u>	Managers. <u>Ambrose Davies &amp; Matthews Ltd.</u>	(if not already recorded in Appendix to Register Book.) Port. <u>Jersey</u> Voyage. <u>to</u>

# Surveyed Afloat or in Dry Dock. *West India & Millwall Drydock*. Particulars of Classification (which must be inserted)

*Last Report No.* \_\_\_\_\_ *Port* \_\_\_\_\_

Particulars of Examination and Repairs (if any)	LMC f damage repairs	* 100 AI with	* LMC 8.39
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of <u>Damage</u> (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.....)		fre bond 2.45	BS. 2.45
			TS. CL. 5.44

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined *Not required*

Was a damage report made by anyone else? If so, by whom? Indemnitas Sawyer

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

"	"	Ans Donkey	"	"	"	Yes
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If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What 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? \_\_\_\_\_

State latest date of internal examination of each boiler *all 13-2-47* Present condition of funnel(s) *Efficient*

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs

11. The Government possesses the Safety Valves of the Denver Railroad? *Ans* *Yes* To what pressure were they afterwards adjusted under steam? *220 16 1/2*

Did the Surveyor examine the Safety Valves of the Locomotive Boilers? Yes To what pressure were they afterwards adjusted under steam? Ans 4 1/2

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the ~~Donkey~~ Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Donkey Boilers? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*, and of the Donkey Boilers? *Yes*

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? ✓

Has shaft now been changed? no If so, state reasons: ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Examine all retaining appliance fitted at the after end? ☒ State date of examination of Screw Shaft 26-9-48 State the wear down in t

Is an approved oil retaining appliance fitted at the stern end? 1/8" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

is electric light and/or power added? *Yes.*

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *Yes*

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *-complete.*

How done. Vessel placed in drydock, propeller, stern tube and outboard fastenings examined and found or placed in good order. - Screw shaft drawn, examined and found in good order.

L.M.C. Main engine - cylinders, pistons & valves, crank, thrust and intermediate shafting, auxiliary and engine-driven pumps, steering engine & windlass examined and found or now placed in good order.

Pumping arrangements generally examined, condenser tested, steam pipes dismantled and tested, new oil fuel installation and steam smothering equipment examined and tested under working conditions. Main and auxiliary boilers opened up, examined with their doors and mountings and found or now placed in good order. Subsequently examined under steam and their safety valves adjusted as above.

Opinion and Recommendation:—The machinery of this vessel as now examined is (Continuation)

(State clearly what alteration, if any, 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, BS 9.11, B&WS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

in good order and eligible in our opinion to remain as classed, with fresh records of \* L.M.C (2/47, T.S. CL 946) with notation "fitted for Oil Fuel 2.47 F.P. above 150°F". Existing S.R.L. items may now be deleted from the list.

Survey Fee (per Section 29).....	£ 19 : -	Fees applied for	_____
Special Damage or Repair Fee (if any) (per Section 29.)	£ 10 : 10	Received by me,	_____
Transit Insurance (if chargeable)	£ 2 : 2		_____

12 JUL 1947

*G. H. Champness B.S. Biclarowski*  
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned + Inc 347. without spl cond

S. 3.47 Fitted for Oil fuel 3.47 F.P. above 150° F.

CERTIFICATE WRITING



S.S. "CEFN-Y-BRYN"

Damage Repairs. Damage stated to have been sustained as a result of groundings during "Operation D. Day".

Main Engines:- L.P. column found broken at the foot now renewed. L.P. section of bedplate found broken through bottom flange at after end and was renewed. Bedplate, <sup>and transverse</sup> re-checked throughout, all holding down bolts renewed, columns and engine shafting lined up after re-metalling all main bearings & bottom ends, checked and found satisfactory.

Repairs, Wear & Tear. After main feed pump water end renewed. Ballast pump water ends bored & buckets and rods renewed.

General service pump bucket rods renewed. Main circulating pump piston valve, impeller shaft & bearings renewed. Main generator crankshaft skinned & main bearings and bottom ends renewed.

Main engines:- H.P. piston rod and shoe renewed. L.P. shoe re-metalled. H.P. & L.P. top end brasses renewed. Engine driven feed pump, one ram renewed and one skinned.

Boilers:- All plain tubes renewed in Port & Starboard boilers, and all superheater elements renewed and tested.

Oil fuel installation. A new oil fuel installation has been fitted in accordance with the Rules, approved plans and the Secretary's letters, examined, tested and found satisfactory under working conditions.

S.R.L. All machinery items now dealt with.

*CH*

Electrical Installation:- Now Done:- Special survey complete.

Revised:-

All amidship accommodation rewired; sailors acc: aft partly rewired; Wheel house and navigation side lights; engine room and store hold.

A new switchboard has been fitted and new distribution boards as required.

Nos 1 & 2 Generators overhauled and new main cables fitted. Cargo sockets overhauled and rewired as required.

The equipment was "megger tested" and examined under working conditions after repairs and all found satisfactory.

F.H. Tinkell



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