Rpt. 9.

No. 17711.

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 10 DEC 1929)

Date of writing Report 9th Dec 1929 When handed in at Local Office 9th Dec 1929 Port of Leith

No. in Reg. Book. 9496 Survey held at Leith Date, First Survey 6th Nov Last Survey 8th Nov 1929 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel s/s "Brynymor"

Tonnage { Gross 4251 Net 2632

Nominal Horse Power 331

No. of Main Boilers 2

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 200 lbs

in Donkey Boilers 120 lbs

Vessel built at Burntisland By whom Burntisland S.B. Co Ld When 1929

Engines made at Glasgow By whom D. Rowan & Co Ld When 1929

Boilers, when made (Main) 1929 (Donkey) 1929

Owners The Brynymor Steamship Co Owners' Address ✓ (if not already recorded in Appendix to Register Book)

Managers ✓ Port Swansea Voyage Mediterranean Ports

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100 A1 (Class Contemplated)		

RETAIN

Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and seriatim 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 Damage (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.

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? Yes Not required

Was a damage report made by anyone else? If so, by whom? Mr Cormack

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

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

So 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No. If so, state reasons ✓

Is the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft A fit.

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

For Damage stated to have been sustained through the propeller striking the East Pier at the entrance of Leith Harbour, on the 1st November 1929, whilst the vessel was being towed to Leith from Burntisland for the installation of the Machinery, the vessel was tipped by the head, & the propeller was examined. Two blades were found broken off at their half length, & it was recommended that the propeller shaft should be drawn in & tried in a lathe for truth, that a new propeller should be fitted, that the stern bush should be withdrawn & that the stern tube should be thoroughly examined in place. These recommendations were carried out, & in addition, the after peak tank was filled & tested with satisfactory results. The stern bush, the propeller shaft & the propellers were efficiently replaced.

General Observations, Opinion, and Recommendation:—

(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, B.S. 9,11, B.&M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

The above is forwarded for the information of the Committee, the recommendation as to class being given in Lth. First Entry Report No 17710.

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ 2 : 2 : 0

Travelling expenses (if chargeable) £ : :

Fees applied for 9th Dec 1929

Received by me, 17.12 1929

John Houston
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 17 DEC 1929 THU 14 JAN 1930

Assigned See Rpt attached

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