

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 DEC 1929

Date of writing Report 9<sup>th</sup> Dec 1929 When handed in at Local Office 9<sup>th</sup> Dec 1929 Port of Leith  
 No. in Survey held at Leith & Burntisland Date, First Survey 19<sup>th</sup> Sept Last Survey 29<sup>th</sup> Nov 1929  
 Reg. Book. 39496 on the 7/8 " BRYNYMOR " (Number of Visits 10)  
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd Yard No. 156 Tons { Gross 4251.16  
 Engines made at Glasgow By whom made D. Rowan & Co. Ltd Engine No. 912 when made 1929 Net 2632.09  
 Boilers made at Glasgow By whom made D. Rowan & Co. Ltd Boiler No. 912 when made 1929  
 Registered Horse Power ✓ Owners The Brynymor Steamship Co. Ltd Port belonging to Swansea  
 Nom. Horse Power as per Rule 331 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes  
 Trade for which Vessel is intended ✓

## ENGINES, &amp;c.—Description of Engines

Dia. of Cylinders as per Rule Length of Stroke as fitted No. of Cylinders as per Rule No. of Cranks as fitted  
 Crank shaft, dia. of journals as fitted Crank pin dia. as fitted Crank webs as fitted Mid. length breadth as fitted Thickness parallel to axis as fitted  
 Intermediate Shafts, diameter as fitted Thrust shaft, diameter at collars as fitted Mid. length thickness as fitted Thickness around eye-hole as fitted  
 Tube Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube as fitted shaft fitted with a continuous liner as fitted  
 Bronze Liners, thickness in way of bushes as fitted Thickness between bushes as fitted Is the after end of the liner made watertight in the propeller boss as fitted  
 If the liner does not fit tightly at the part between the liners in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive as fitted  
 If two liners are fitted, is the shaft lapped or protected between the liners as fitted Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft as fitted  
 If so, state type as fitted Length of Bearing in Stern Bush next to and supporting propeller as fitted  
 Propeller, dia. as fitted Pitch as fitted No. of Blades as fitted Material as fitted whether Moveable as fitted Total Developed Surface as fitted sq. feet  
 Feed Pumps worked from the Main Engines, No. as fitted Diameter as fitted Stroke as fitted Can one be overhauled while the other is at work as fitted  
 Bilge Pumps worked from the Main Engines, No. as fitted Diameter as fitted Stroke as fitted Can one be overhauled while the other is at work as fitted  
 Feed Pumps { No. and size Two - 8" x 5" x 8", 6" x 4" x 6" Pumps connected to the { No. and size One - 9" x 12" x 12" Duplex  
 { How driven Duplex Steam driven Main Bilge Line { How driven Steam driven  
 Ballast Pumps, No. and size One - 9" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size ✓  
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Start 2 - 2 1/2" Port 1 - 2 1/2"  
 In Holds, &c. No 1 hold :- 2 - 3", No 2 hold :- 2 - 3 1/2", No 3 hold :- 2 - 3", No 4 hold :- 1 (Centre) 3"

## Main Water Circulating Pump Direct Bilge Suctions, No. and size

No. and size 1 - 4 1/2" fitted on Port side Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 - 4 1/2" fitted on Port side  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones yes  
 Are 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 yes  
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both  
 Are they 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 Above  
 Are they 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  
 What Pipes pass through the bunkers Bilge suction to fore & hold How are they protected In the limbers  
 What pipes pass through the deep tanks ✓ Have they been tested as per Rule ✓  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes  
 Is 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 yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from Top platform

## MAIN BOILERS, &amp;c.—(Letter for record) Total Heating Surface of Boilers

Is Forced Draft fitted ✓ No. and Description of Boilers IS A REPORT ON MAIN BOILERS NOW FORWARDED? Working Pressure IS A DONKEY BOILER FITTED?  
 Are approved plans forwarded herewith for Shafting See Gls. Rpt. No 49823 If so, is a report now forwarded? ✓  
 (If not state date of approval) Main Boilers ✓ Auxiliary Boilers ✓ Donkey Boilers ✓  
 Superheaters ✓ General Pumping Arrangements ✓ Oil fuel Burning Piping Arrangements ✓

## SPARE GEAR.

State the articles supplied:— Two main bearing bolts; two top end bolts & nuts; two bottom end bolts & nuts; two sets of coupling bolts; one set of feed & bilge pump valves; 12 piston junk ring studs & nuts; 6 cylinder cover studs & nuts; assorted bolts & nuts & iron; one propeller; one propeller shaft; 1 dozen condenser tubes; 2 doz. ferrules; 6 plain boiler tubes.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register  
Foundation



During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller in place: - 17-10-29

Stern tube in place 15-10-29 Engine and boiler seatings 4-10-29 Engines holding down bolts 18-11-29

Completion of fitting sea connections 17-10-29

Completion of pumping arrangements 29-11-29 Boilers fixed 18-11-29 Engines tried under steam 29-11-29

Main boiler safety valves adjusted 22-11-29 Thickness of adjusting washers Port Bcl. P.V. 3/8" S.V. 9/16" St. Bcl. P.V. 1/32" S.V.

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel No 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 No If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case yes If so, state name of vessel s/s "Penybryn"

General Remarks (State quality of workmanship, opinions as to class, &c.)

This Machinery has been efficiently fitted on board, the materials & workmanship being sound & good. On completion all safety valves were adjusted under steam, and the main & aux<sup>2</sup> Engines were tried at sea under working conditions & were found satisfactory. In my opinion this Machine is in good order & condition, & is eligible to be classed in the Register Book with the notations of +L.M.C. 11-29, and T.S.C.L.

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for, 9<sup>th</sup> Dec 29

When received, 17.12.29

John Houston.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUE. 17 DEC 1929

11.29