

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG 22 1939

Date of writing Report 19-8-1939 When handed in at Local Office 19-8-1939 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 31-5-39 Last Survey 16-8-1939
 Reg. Book. 38509 on the S.S. "CEFN-Y-BRYN." (Number of Visits 13)
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 227 Tons { Gross 5164.21
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 1031 When built 1939
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 1031 When made 1939
 Registered Horse Power Owners Ambrose, Davies & Matthews, Ltd. Port belonging to London
 Nom. Horse Power as per Rule 440 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Revs. per minute 73

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
 as fitted Mid. length thickness Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted Is the tube shaft fitted with a continuous liner {
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule
 as fitted Is the after end of the liner made watertight in the
 propeller boss If the liner is in more than one length are the joints 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 propeller boss, is the space charged with a plastic material insoluble in water and non-corrosive
 If two 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
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps { No. and size Pumps connected to the { No. and size 2 on Main Engine. one at 9" + 12" + 12"
 How driven Main Bilge Line How driven Steam
 Ballast Pumps, No. and size one 9" + 12" + 12" Lubricating Oil Pumps, including Spare Pump, No. and size ✓
 Are two independent means arranged for circulating water through the Oil Cooler ✓
 Bilge Pumps;—In Engine and Boiler Room 2 PORT & 1 STAR² at 3" dia. 1 STAR² at 5" dia.
 In Pump Room ✓ In Holds, &c. N°1 HOLD, 1 PORT & 1 STAR² 3" DIA. N°2 HOLD, 1 PORT & 1 STAR² 3 1/2" DIA.
 N°3 HOLD, 1 PORT & 1 STAR² 2 1/2" DIA. N°4 HOLD 1 PORT, 1 STAR² 3 1/2" DIA. & 1 PORT, 1 STAR² 3" DIA. N°5 HOLD 1 PORT, 1 STAR² 3" DIA. HOLD WELL SUCTION 2 1/2" DIA.
 Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 at 8" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 1 at 5" dia. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes ✓
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straining tail pipes to the bilges ✓
 Are all Sea Connections fitted direct on the skin of the ship ✓ 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 ✓ 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 ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓
 What Pipes pass through the bunkers Bilge Suctions How are they protected Wood ceiling ✓
 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 ✓
 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 ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from Engine Room
 Top Platform.

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

Which Boilers are fitted with Forced Draft Which Boilers are fitted with Superheaters
 No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting
 (If not state date of approval)

Superheaters General Pumping Arrangements ✓ Main Boilers Auxiliary Boilers Donkey Boilers
 Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied ✓

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

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Now. If not, state whether, and when, one will be sent?

YES. Is a Report also sent on the Hull of the Ship?

NOTE.—The words which do not apply should be deleted.

501137. T. (MADE IN ENGLAND.)

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 13.

31/5/39, 7/6/39, 14/6/39, 16/6/39, 22/6/39, 28/6/39, 5/7/39, 10/7/39, 12/7/39, 20/7/39, 3/8/39, 14/8/39 & 16/8/39.

Dates of Examination of principal parts—Cylinders
 Slides
 Covers
 Pistons
 Piston Rods
 Connecting rods
 Crank shaft
 Thrust shaft
 Intermediate shafts
 Tube shaft
 Screw shaft in place 14-6-39
 Propeller in place 14-6-39
 Stern tube in place 7-6-39
 Engine and boiler seatings 16-6-39
 Engines holding down bolts 12-7-39
 Completion of fitting sea connections 16-6-39
 Completion of pumping arrangements 11-8-39
 Boilers fixed 5-7-39
 Engines tried under steam 16-8-39
 Main boiler safety valves adjusted 3-8-39
 Thickness of adjusting washers P=3/8" S=1/2" SUP=5/16" PORT BOILER.
 P=23/64" S=25/64" SUP=3/8" STARBOARD BOILER.
 P=3/8" S=1/2" SUP=5/16" AUX. BOILER.
 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 ✓
 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 No. If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery—Glasgow Report N° 61274 has been efficiently fitted on board, the materials and workmanship being sound and good. On completion, the safety valves were adjusted to 220 lbs/sq inch and the Main and Auxiliary machinery were tried under working conditions at sea and found satisfactory. This machinery in my opinion, is in safe working condition and eligible to be classed in the Register Book with the notation of L.M.C. 8-39 and T.S.C.L.

The amount of Entry Fee ... £
 Special 1/2 L.M.C. ... £ 18 : 4 : 0
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £ 1 : 6 : 7
 COLLECTED BY GLASGOW & CREDITED TO LEITH.
 When applied for, 21/8/19 39
 When received, 19/8/19 39
 1-6-7 pd. 6/10.

J. J. Campbell
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + L.M.C. 8.39
 25/8/39
 1/9/39