

# 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)  
 Tons { Gross 5164.21  
 Net 3067.33  
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 227 When built 1939  
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 1031 When made 1939  
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 1031 When made 1939  
 Registered Horse Power \_\_\_\_\_ Owners Ambrose, James & 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

*Now.* 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 \_\_\_\_\_ 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 \_\_\_\_\_ as fitted \_\_\_\_\_  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ Screw Shaft, diameter as per Rule \_\_\_\_\_ Is the { tube } shaft fitted with a continuous liner {  
 as fitted \_\_\_\_\_ as fitted \_\_\_\_\_ { screw }  
 Bronze Liners, thickness in way of bushes as per Rule \_\_\_\_\_ Thickness between bushes as per Rule \_\_\_\_\_ Is the after end of the liner made watertight in the  
 as fitted \_\_\_\_\_ 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 Engines. one of 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 \_\_\_\_\_ Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 2 PORT & 1 STAR<sup>o</sup> at 3" dia. 1 STAR<sup>o</sup> at 5" dia.  
 In Pump Room \_\_\_\_\_ In Holds, &c. N<sup>o</sup> 1 HOLD, 1 PORT & 1 STAR<sup>o</sup> 3" DIA. N<sup>o</sup> 2 HOLD, 1 PORT & 1 STAR<sup>o</sup> 3 1/2" DIA.  
N<sup>o</sup> 3 HOLD, 1 PORT & 1 STAR<sup>o</sup> 2 1/2" DIA. N<sup>o</sup> 4 HOLD 1 Port, 1 STAR<sup>o</sup> 3 1/2" DIA. & 1 Port, 1 STAR<sup>o</sup> 3" DIA. N<sup>o</sup> 5 HOLD 1 Port, 1 Star<sup>o</sup> 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 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 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 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 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? See Glasgow Rpt. N-61274. 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 \_\_\_\_\_ Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 Superheaters \_\_\_\_\_ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements \_\_\_\_\_

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
 State the principal additional spare gear supplied \_\_\_\_\_

The foregoing is a correct description.

Manufacturer. \_\_\_\_\_



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NOTE.—The words which do not apply should be deleted. If a Report also sent on the Hull of the Ship? YES. If not, state whether, and when, one will be sent? NOW.

