

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JUN 28 1939

18/39. Date of writing Report 19 When handed in at Local Office 19 Port of Glasgow  
 No. in Survey held at Glasgow Date, First Survey 16th Jan 1939 Last Survey 13-6-1939  
 Reg. Book. on the new S/S "CEFN-Y-BRYN" (Number of Visits 35)  
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 227 Tons { Gross  
 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 Port belonging to  
 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 Triple expansion Revs. per minute  
 Dia. of Cylinders 22 1/2-36-65 Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 13.241 Crank pin dia. 13 1/4" Crank webs Mid. length breadth 20" Thickness parallel to axis 8 1/2"  
 as fitted 13 1/4" Mid. length thickness 8 1/2" shrunk Thickness around eye-hole 6"  
 Intermediate Shafts, diameter as per Rule 12.61" Thrust shaft, diameter at collars as per Rule 13.241"  
 as fitted 12 5/8" as fitted 13 1/4" Is the { tube } shaft fitted with a continuous liner { yes }  
 Tube Shafts, diameter as per Rule 14.11" as fitted 14 1/4" Is the { screw } shaft fitted with a continuous liner { yes }  
 Screw Shaft, diameter as per Rule 14.11" as fitted 14 1/4"  
 Bronze Liners, thickness in way of bushes as per Rule 73" Thickness between bushes as per Rule 55" Is the after end of the liner made watertight in the  
 as fitted 3/4" as fitted 1 1/16" propeller boss yes If the liner is in more than one length are the junctions 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 stern tube, is the space charged with a plastic material insoluble in water and non-corrosive yes  
 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 no If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 4-9"  
 Propeller, dia. 17-0" Pitch 16-9" No. of Blades 4 Material Brass whether Moveable no Total Developed Surface 103 sq. feet  
 Feed Pumps worked from the Main Engines, No. none Diameter - Stroke - Can one be overhauled while the other is at work -  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 24" Can one be overhauled while the other is at work yes  
 Feed Pumps { No. and size 2 @ 9 1/2" x 4" - 21" Pumps connected to the { No. and size  
 How driven Steam Main Bilge Line { How driven  
 Ballast Pumps, No. and size 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  
 In Pump Room In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 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 straight tail pipes to the bilges  
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
 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  
 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 How are they protected  
 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

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6502 sq. ft.  
 Is Forced Draft fitted yes (M.B. only) No. and Description of Boilers 2 SB & 1 aux Working Pressure 220  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? -  
 Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers -  
 (If not state date of approval)  
 Superheaters no General Pumping Arrangements no 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 one propeller shaft

The foregoing is a correct description,

For David Rowan & Co. Ltd.  
 Archd. H. Grierson

Manufacturer.



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1939. Jan. 26. Mar. 2. 3. 7. 13. 22. 24. 29. 31. Apr. 6. 11. 12. 14. 21. 24. 25. May 1. 2. 3. 5.  
During progress of work in shops - - 15. 17. 19. 22. 23. 26. 31. June 2. 6. 8. 9. 11. 12. 13. 21.  
Dates of Survey while building During erection on board vessel - - -  
Total No. of visits 35.

Dates of Examination of principal parts—Cylinders 21-4-39 Slides 24-4-39 Covers 1-5-39  
Pistons 22-5-39 Piston Rods 31-5-39 Connecting rods 24-4-39  
Crank shaft 25-4-39 Thrust shaft 17-5-39 Intermediate shafts 8-6-39  
Tube shaft - Screw shafts 28 12-6-39 Propeller 5-5-39  
Stern tube 2-6-39 Engine and boiler seatings Engines holding down bolts  
Completion of fitting sea connections  
Completion of pumping arrangements Boilers fixed Engines tried under steam  
Main boiler safety valves adjusted Thickness of adjusting washers  
Crank shaft material J. Steel Identification Mark 8552 L.C.D. Thrust shaft material J. Steel Identification Mark 745 G.O.C  
Intermediate shafts, material Steel Identification Marks 8552 J.N. Tube shaft, material - Identification Mark -  
Screw shaft, material J. Steel Identification Mark 8552 L.C.D. Steam Pipes, material Steel Test pressure 660 lbs. Date of Test 13-6-39  
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.)

The materials and workmanship are good.

The machinery has been constructed under Special Survey and will in my opinion be eligible for classification with Record of + L.M.C. (with date) upon satisfactory completion of fitting and trials.

The machinery has been sent to Burntisland to be fitted in the vessel  
Surveyors advised.

Erh  
26/6/39  
c

The amount of Entry Fee ... £ 5 : : When applied for,  
Special 4/5 Dues £ 72 : 16 : 27 JUN 1939  
Donkey Boiler Fee £ 18 : 4 :  
Travelling Expenses (if any) £ : : When received,  
17th August 1939

Sh Davis

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 27 JUN 1939

Assigned deferred

TUE 29 AUG 1939

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