

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 When handed in at Local Office -7 JAN. 1927 Port of Sunderland
 No. in Survey held at Sunderland Date, First Survey 2nd Apr 24 Last Survey 3rd Jan 1927
 Reg. Book. S.S. "CYDONIA." (Number of Visits 38)
 88493 on the S.S. "CYDONIA." Tons { Gross 3517
 Built at Sunderland By whom built John Blumer & Co Ltd Yard No. 258 Net 2175
 Engines made at Sunderland By whom made John Dickson & Sons Ltd Engine No. 878 When built 1927
 Boilers made at Sunderland By whom made John Dickson & Sons Ltd Boiler No. 878 when made 1927
 Registered Horse Power 301 Owners 4 Stag Line Ltd Port belonging to North Shields
 Nom. Horse Power as per Rule 301 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion
 Dia. of Cylinders 24-40-66" Length of Stroke 42 Revs. per minute 65 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 12.42" 12.28 Rules as fitted 12.2" Dia. of Crank pin 12.2" Crank webs Mid. length breadth 22.2" Thickness parallel to axis 4.2"
 Diameter of Thrust shaft under collars as per rule 12.42" as fitted 12.2" Diameter of Tunnel shaft as per rule 11.829" 11.7 as fitted 11.8" Diameter of Screw shaft as per rule 13.39" 13.07 as fitted 13.2" Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes Is the after end of the liner made watertight in the propeller boss Yes
 If the liner is in more than one length are the joints burned Yes If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with plastic material insoluble in water and non-corrosive Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Yes Length of Stern Bush 4-6" Diameter of Propeller 16-6"
 Pitch of Propeller 16-0" No. of Blades 4 State whether Moveable No Total Surface 83 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3.4" Stroke 21" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 21" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps One 6x4x6 General Service Pump One 6x8.5x18" (Wier's)
 No. and size of Pumps connected to the Main Bilge Line One Ballast Pump 8x8x8" Duplex
 No. and size of Ballast Pumps One 8x8x8" Duplex No. and size of Lubricating Oil Pumps, including Spare Pump Yes
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 3" dia and in Holds, &c. No 1 Hold 2 @ 3" dia
No 2 Hold 2 @ 3.5" dia No 3 Hold 2 @ 3" dia No 4 Hold 2 @ 3" dia
Tunnel Well One @ 2.5" dia
 No. and size of Main Water Circulating Pump Bilge Suctions One @ 6" dia No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges One @ 4.5" 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 connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 are carried through the bunkers None How are they protected Yes
 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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Top platform

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 4690
 Is Forced Draft fitted No No. and Description of Boilers 2- Single Ended 25B Working Pressure 180 lbs
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 General Pumping Arrangements Yes - with Ship etc Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—
One Set of Coupling Bolts & Nuts. Two Main Bearing Bolts & Nuts. Two Top End Bolts & Nuts.
Two Bottom End Bolts & Nuts. One Set of Feed Pump Valves. One Set of Bilge Pump Valves.
Fifty Assorted Bolts & Nuts for Engines & Boilers. Twelve Gauge Glasses.
Twelve India Rubber rings for Gauges. Six Bars of Assorted Iron.
Three Piston Junk Ring Bolts & Nuts. Three Condenser Tubes. Two Safety Valve Springs.
Two Check Valve Lids. Forty Assorted Iron & Brass Studs & Nuts. Iron of various sizes.
Five Plain Boiler Tubes. Three Tube Stoppers (Patent).
Three Tube Stoppers (Common) One Cast Iron Propeller.

The foregoing is a correct description,
 OR JOHN DICKINSON & SONS, Limited
 N. H. Robertson

Manufacturer.



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 Lloyd's Register
 Foundation
 W1012-0063

If not, state whether, and when, one will be sent? Is a Report also sent on the Hull of the Ship?

1924. April 2. 15. May 7. 26. June 4. 12. July 2. 8. 15. 23. 31. Aug 6. 13. 18. 19. 22. Sep 1. 8. 15. 22. 29. Oct 6. 13. 20. 27. Nov 3. 10. 17. 24. Dec 1. 8. 15. 22. 29. 1927. Jan. 3.

Dates of Survey while building

Total No. of visits 38

Dates of Examination of principal parts - Cylinders 13-8-24 Slides 12-9-24
 Covers 18-8-24 Pistons 4-9-24 Rods 22-8-24
 Connecting rods 18-8-24 Crank shaft 27-10-24 Thrust shaft 27-10-24
 Tunnel shafts 27-10-24 Screw shaft 3-12-24 Propeller 27-10-24 & 16-12-24
 Stern tube 3-12-24 Engine and boiler seatings 28-12-26 Engines holding down bolts 28-12-26
 Completion of pumping arrangements 30-12-26 Boilers fixed 29-12-26 Engines tried under steam 30-12-26
 Completion of fitting sea connections 27-10-26 Stern tube 27-10-26 Screw shaft and propeller 27-10-26
 Main boiler safety valves adjusted 30-12-26 Thickness of adjusting washers S.F. 7/16; S.A. 29/64; P.F. 13/32; P.A. 3/8
 Material of Crank shaft Ingot Steel Identification Mark on Do. LLOYDS No 6855 L.C.D 27-10-24
 Material of Thrust shaft Ingot Steel Identification Mark on Do. LLOYDS No 6855 L.C.D 27-10-24
 Material of Tunnel shafts Ingot Steel Identification Marks on Do. LLOYDS No 6855 L.C.D 27-10-24
 Material of Screw shafts Scrap Iron Identification Marks on Do. LLOYDS No 3475 G.A. 3-12-24
 Material of Steam Pipes Hot rolled Solid Drawn steel Test pressure 540 lbs Date of Test 24-12-26
 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 carrying and burning oil fuel 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 Engines and Boilers of this vessel have been built under Special Survey and the workmanship and materials are good. The machinery has been satisfactorily fitted on board the vessel, and tried under full working conditions with satisfactory results.

The machinery throughout is now in a good and efficient condition, and eligible in our opinion to have the notation + L.M.C. 1, 27 and T.S. (C.L.) 1, 27 marked in red in the Society's Register Book.

It is submitted that this vessel is eligible for THE RECORD. + LMC 1. 27. CL.

[Handwritten signature]
11/1/27

A. T. Griffith, Esq. Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 :
 Special ... £ 70 : 3
 Donkey Boiler Fee ... £ :
 Travelling Expenses (if any) £ :

When applied for, -5 JAN. 1927
 When received, -7 JAN. 1927

Committee's Minute FRI. 14 JAN 1927
 Assigned + L.M.C. 1:27 C.R.



SUNDERLAND

The Surveyors are requested not to write on or below the space for Committee's Minutes.

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