

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 JAN 1927

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.

88493 on the

S.S. "CYDONIA."

(Number of Visits 28)

Built at

Sunderland

By whom built

John Blumer &amp; Co Ltd

Yard No.

258

Tons

Gross 3517

Net 2175

When built 1927

Engines made at

Sunderland

By whom made

John Dickinson &amp; Son Ltd

Engine No.

878

when made 1927

Boilers made at

Sunderland

By whom made

John Dickinson &amp; Son Ltd

Boiler No.

878

when made 1927

Registered Horse Power

Owners

Y Stagg 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, &amp;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" as fitted 12.2" Dia. of Crank pin 12.2" Crank webs Mid. length breadth 22.2" Mid. length thickness 7.4" Thickness parallel to axis 7.2" Thickness around eye-hole 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" as fitted 11.8" Diameter of Screw shaft as per rule 13.39" 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 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

If two liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated 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 6" x 4" x 6" General Service Pump One 6" x 8.5" x 18" (Wier's)

No. and size of Pumps connected to the Main Bilge Line One Ballast Pump 8" x 8" x 8" Duplex

No. and size of Ballast Pumps One 8" x 8" x 8" Duplex No. and size of Lubricating Oil Pumps, including Spare Pump

Are two independent means arranged for circulating water through the Oil Cooler 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, &amp;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

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, &amp;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

Main Boilers Yes

Auxiliary Boilers

Donkey Boilers Yes

General Pumping Arrangements

Yes - with Ship's

Oil fuel Burning Piping Arrangements

## 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,

FOR JOHN DICKINSON &amp; SONS, Limited

J. H. Robertson

Manufacturer.



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Lloyd's Register  
Foundation

W1012-0063



1924. Apr. 2. 15. May 7. 26. June 4. 12. July 2. 8. 15. 23. 31. Aug. 6. 13. 18. 19. 22. Sep.  
 During progress of work in shops -- 14. 9. 12. Oct. 16. 27. Nov. 6. Dec. 3. 16. 26. Oct. 27. Dec. 9. 11. 17. 20. 21. 22. 23. 24. 28. 29. 30. 31.  
 Dates of Survey while building During erection on board vessel --- 1927. Jan. 3.  
 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 & 18-12-24  
 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 S.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 I.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.

J. J. 11/1/27.

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 + LMC 1. 27 CL