

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 10 When handed in at Local Office 5. 12. 1927 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 10. 2. 27 Last Survey 3-12- 1927
 Reg. Book. on the new steel S/S CYMBELINE (Number of Visits 57)
 Built at Port Glasgow By whom built Wm Hamilton & Co Ltd Yard No. 399 Tons Gross Net
 Engines made at Glasgow By whom made David Rowan & Co Ltd Engine No. 859 when made 1927
 Boilers made at Glasgow By whom made David Rowan & Co Ltd Boiler No. 859 when made 1927
 Registered Horse Power 572 Owners _____ Port belonging to _____
 Nom. Horse Power as per Rule 572 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended _____

RETAIN

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 74
 Dia. of Cylinders 25 1/2 - 43 1/2 - 76 Length of Stroke 51 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals 14 3/8 as per Rule 14.637 Crank pin dia. 15 Crank webs 22 1/2 Mid. length breadth 9 3/8 Thickness parallel to axis 6 3/4
 Intermediate Shafts, diameter 13.94 as per Rule 14.637 Thrust shaft, diameter at collars 15 1/8 as per Rule 14.637
 Tube Shafts, diameter 14 1/2 as fitted Screw Shaft, diameter 15.48 as per Rule 15 3/4 Is the screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes .772 as per Rule .587 Thickness between bushes 3/4 as fitted 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 junctions made by fusion through the whole thickness of the liner no
 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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no
 Length of Bearing in Stern Bush next to and supporting propeller 5-3
 Propeller, dia. 18-6 Pitch 18-0 No. of Blades 4 Material Brass whether Moveable yes Total Developed Surface 105 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 Stroke 27 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2 Stroke 27 Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 2 @ 10 1/2 x 8 x 22 Pumps connected to the Main Bilge Line No. and size Ballast pump
 How driven steam How driven steam
 Ballast Pumps, No. and size 6 1/2 x 8 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 3 @ 3 1/2 and 2 @ 3" in oil well Dry tank 2 @ 3 1/2
 In Holds, &c. oil tanker 2 - 2 1/2" for hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 9" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one @ 5"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes no
 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 none steam heating coils in 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 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 no Is it fitted with a watertight door _____ worked from _____

MAIN BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 7901 total for three boilers
 Is Forced Draft fitted yes No. and Description of Boilers three single ended Working Pressure 220 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes, two
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? _____

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes (2) Auxiliary Boilers _____ Donkey Boilers _____
 Superheaters _____ General Pumping Arrangements with ship plan Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition:— one propeller shaft, two propeller blades

The foregoing is a correct description,
 For David Rowan & Co. Ltd
 Archd. N. Grierson

Manufacturer.



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 Lloyd's Register
 of Shipping
 W380-0001

1927 Feb. 10-22-25-28 Mar 3-24-29-30 Apr 6-13-15-22 May 9-11-25 Jun 13-16-21-22 Jul 6-7 Aug 3-5-8-9-11
 During progress of work in shops - - - 16-25-30 Sep 7-8-9-13-15-16-22-23-27-29 Oct 5-7-10-12-14-17-21-25-26-27-28 Nov 2-3-8-9-10-21 Dec 3
 Dates of Survey while building - - -
 During erection on board vessel - - -
 Total No. of visits 57

Dates of Examination of principal parts - Cylinders 2-2-6-27 Slides 11-8-21 Covers 6-7-27
 Pistons 13-9-27 Piston Rods 9-9-27 Connecting rods 8-8-27
 Crank shaft 5-8-27 Thrust shaft 9-9-27 Intermediate shafts none
 Tube shaft none Screw shaft 8-9-27 Propeller 15-9-27
 Stern tube 7-9-27 Engine and boiler seatings 14-10-27 Engines holding down bolts 28-10-27
 Completion of fitting sea connections ✓ Engines tried under steam 3-12-27
 Completion of pumping arrangements 28-10-27 Boilers fixed 8-11-27
 Main boiler safety valves adjusted 9-11-27 Thickness of adjusting washers Port bh - both 3/8" Starboard bh - both 7/16" Forward bh - both 3/8"
 Crank shaft material J. steel Identification Mark LLOYDS No 859 L.C.O. 5-8-27 Thrust shaft material J. steel Identification Mark LLOYDS No 7344 L.C.O. 9-9-27
 Intermediate shafts, material none Identification Marks Tube shaft, material ✓ Identification Mark
 Screw shaft, material J. steel Identification Mark LLOYDS No 7345 L.C.O. 8-9-27 Steam Pipes, material Iron Test pressure 660 Date of Test -3-11-27
 Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes
 Have the requirements of the Rules for carrying and burning oil fuel been complied with yes
 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 in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good.
 It is eligible in my opinion for classification and the records: - + LMC 12, 2
 Fitted for oil fuel 12-27 F.P. above 150°F.

It is submitted that this vessel is eligible for the RECORD. + LMC 12. 27. FD. CL.
 Fitted for oil fuel 12. 27. F.P. above 150°F.

15/12/27
 J.W.D.
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6 : : When applied for, 12-12-27
 Special ... £ 103 : 12 : :
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ : : :
 When received, 15-12-27
 Committee's Minute GLASGOW 13 DEC 1927

Assigned + LMC 12, 27. FD.
 Fitted for oil fuel 12, 27 F.P. above 150°F.

