

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"
 Built at Port Glasgow By whom built Wm. Hamilton & Co. Ltd. Yard No. 399
 Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 859
 Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 859
 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

ENGINES, &c.—Description of Engines Triple expansion
 Dia. of Cylinders 25 1/2"-43 1/2"-76" Length of Stroke 51" No. of Cylinders 3 Revs. per minute 74
 Crank shaft, dia. of journals 14 1/2" as per Rule 14.637" Crank pin dia. 15" Crank webs Mid. length breadth 22 1/2" No. of Cranks 3
 Intermediate Shafts, diameter 13.94" as per Rule 14 1/2" as fitted Thrust shaft, diameter at collars 15 1/2" as per Rule 14.637" as fitted
 Tube Shafts, diameter 15.48" as per Rule 15 1/2" as fitted Is the tube shaft fitted with a continuous liner? yes
 Screw Shaft, diameter 15 1/2" as per Rule 15 1/2" as fitted Is the screw shaft fitted with a continuous liner? yes
 Bronze Liners, thickness in way of bushes .772" as per Rule 13 1/2" as fitted Thickness between bushes 3/4" as per Rule 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 —
 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
 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 Bronze 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" How driven steam Pumps connected to the Main Bilge Line No. and size Ballast pump
 Ballast Pumps, No. and size 6 1/2" x 8" x 8" How driven steam 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 @ 5" 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 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 none Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 7901 sq. ft. 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. W. Grierson

Manufacturer.



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BRIDGE SIDE

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Total No. of

MIDSHIP BY

COLLISION
AFTER PEAL

STEEL.

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Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

1927 Feb. 10 22 25 28 Mar 8 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
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

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 28-10-27 Boilers fixed 8-11-27 Engines tried under steam 3-12-27
Completion of pumping arrangements 28-10-27 Thickness of adjusting washers Port bh - both $\frac{3}{8}$ " Starboard bh - both $\frac{7}{16}$ " Forward bh - both $\frac{3}{8}$ "
Main boiler safety valves adjusted 9-11-27 Identification Mark LLOYDS No 7345 L.C.O. 5-8-27 Thrust shaft material J. Steel Identification Mark LLOYDS No 7344 L.C.O. 9-9-27
Crank shaft material J. Steel Identification Mark LLOYDS No 7345 L.C.O. 5-8-27 Tube shaft, material Identification Mark LLOYDS No 269 L.C.O. 9-9-27
Intermediate shafts, material none Identification Marks Steam Pipes, material Iron Test pressure 660 Date of Test 3-11-27
Screw shaft, material J. Steel Identification Mark LLOYDS No 7345 L.C.O. 8-9-27 Is the flash point of the oil to be used over 150°F. yes
Is an installation fitted for burning oil fuel 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.

The amount of Entry Fee ... £ 6 :
Special ... £ 103 : 12 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :

When applied for,

When received,

Committee's Minute GLASGOW 13 DEC 1927

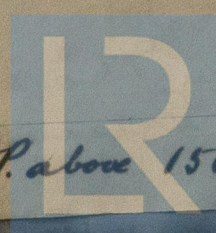
Assigned + LMC 12,27 FD.

CERTIFICATE WRITTEN

Fitted for oil fuel 12,27 F.P. above 150°F.

S. Davis.

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation