

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

29 MAY 1929

Date of writing Report 19 When handed in at Local Office 24 6 19 29 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 11 9 28 Last Survey 21 5 1929
 Reg. Book. on the new steel S/S "ROMNEY".

Built at Port Glasgow By whom built Robert Duncan & Co. Ltd. Yard No. 390 When built 1929

Engines made at Glasgow By whom made David Rowan & Co. Ltd. Engine No. 893 when made 1929

Boilers made at Glasgow By whom made David Rowan & Co. Ltd. Boiler No. 893 when made 1929

Registered Horse Power Owners Shakespear Shipping Co. Ltd. Port belonging to London

Nom. Horse Power as per Rule 557 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which Vessel is intended General cargo - Eastern trade

ENGINES, &c.—Description of Engines

Triple expansion

Revs. per minute 78

Dia. of Cylinders 27" 45" 74" Length of Stroke 51" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 14 1/2" Crank pin dia. 14 3/4" Crank webs Mid. length breadth 31 1/2" Thickness parallel to axis 9"

Intermediate Shafts, diameter as per Rule 13 1/2" Thrust shaft, diameter at collars as per Rule 14 1/2" Thickness around eye-hole 6 3/8"

Tube Shafts, diameter as fitted Screw Shaft, diameter as per Rule 15 1/8" Is the shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 1 7/8" Thickness between bushes as per Rule 3/4" 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' 2"

Propeller, dia. 18' 3" Pitch 19' 3" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 120 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 34" 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 34" Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2 @ 9 1/2" 7 1/2" 21" Pumps connected to the Main Bilge Line No. and size Ballast pump

How driven steam How driven steam

Ballast Pumps, No. and size 1 @ 9 1/2" 10" 10" Lubricating Oil Pumps, including Spare Pump, No. and size none

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 @ 2 1/4" Dry tank - 1 @ 2"

In Holds, etc. fitted at G.R.K. (complete) No. 1 hole 2 @ 3" No. 2 hole 2 @ 3" No. 3 hole 2 @ 2 1/4" No. 4 hole

- 2 @ 3" No. 5 hole 1 @ 3" Tunnel well, - 1 @ 2 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 @ 4 3/4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes G.R.K. 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 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 stowhold plates yes Are the Overboard Discharges above or below the deep water line both

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 G.R.K.

What Pipes pass through the bunkers G.R.K. How are they protected G.R.K. See Ltr 12/6/29

What pipes pass through the deep tanks G.R.K. Have they been tested as per Rule G.R.K.

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 yes Is it fitted with a watertight door yes worked from Bilge D.R.

MAIN BOILERS, &c.—(Letter for record 5 /) Total Heating Surface of Boilers 8334 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers 3 SB Working Pressure 180

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

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 Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

Superheaters - General Pumping Arrangements With ship report Oil fuel Burning Piping Arrangements -

SPARE GEAR. State the articles supplied:—In accordance with the Rules, and in addition:—

one cast iron propeller, one main feed pump ram, one air pump rod, one

set of air pump valves one impeller shaft for circulating pump.

The foregoing is a correct description,

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

Manufacturer.



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Lloyd's Register
 Foundation

002522-002528-0107

For S.S.O.F. please see S.S. "Chaucer", F.E. 9th 19026

During survey of work in shop
Dates of Survey while building
During erection on board vessel ---

Total No. of visits 78
Dates of Examination of principal parts—Cylinders 15-1-29 Slides 12-2-29 Covers 29-1-29
Pistons 16-11-29 Piston Rods 8-3-29 Connecting rods 5-10-28
Crank shaft 20-12-28 Thrust shaft 10-4-29 Intermediate shafts 26-12-28
Tube shaft --- Screw shaft 9-4-29 Propeller 9-4-29
Stern tube 8-4-29 Engine and boiler seatings --- Engines holding down bolts 3-5-29
Completion of fitting sea connections ---
Completion of pumping arrangements 14-5-29 Boilers fixed 14-5-29 Engines tried under steam 21-5-29
Main boiler safety valves adjusted 11-5-29 Thickness of adjusting washers ---
Crank shaft material I. Steel Identification Mark --- Thrust shaft material I. Steel Identification Mark ---
Intermediate shafts, material I. Steel Identification Marks --- Tube shaft, material --- Identification Mark ---
Screw shaft, material I. Steel Identification Mark --- Steam Pipes, material S. Steel Test pressure 540 Date of Test 28-5-29
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 ---
Is this machinery duplicate of a previous case yes If so, state name of vessel "Chaucer"

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 Record + LMC 529.

The amount of Entry Fee ... £ 6 :
Special ... £ 102 : 17
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :

When applied for, 27 MAY 1929
When received, 29.5.29

S. Ch Davis
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + L.M.C. 5.29

CERTIFICATE WRITTEN.