

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

No. 46886

5 OCT 1927

Received at London Office
When handed in at Local Office 22.7.1927 Port of Glasgow
Survey held at Ardrossan Date, First Survey 15.6.27 Last Survey 21.4.1927
on the SS. ROVUMA (Number of Visits 5)
Ardrossan By whom built Ardrossan Dockyard Co Yard No. 338
made at Coatbridge By whom made W. Beardmore & Co Engine No.
made at By whom made Boiler No.
Horse Power Owners Port belonging to
Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
for which Vessel is intended

ES, &c.—Description of Engines
Cylinders Length of Stroke No. of Cranks
No. of Journals Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
Mid. length thickness Thickness around eye-hole
Main Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted
Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the
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
If the bearings are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
stern tube shaft Length of Bearing in Stern Bush next to and supporting propeller whether Moveable Total Developed Surface sq. feet
No. of Blades Material
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
No. and size How driven Pumps connected to the Main Bilge Line No. and size How driven
Lubricating Oil Pumps, including Spare Pump, No. and size
Independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
In Engine and Boiler Room

Independent Power Pump Direct Suctions to the Engine Room Bilges,
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes.
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
Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
Are they sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
Are they fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
Do they pass through the bunkers How are they protected
Do they pass through the deep tanks Have they been tested as per Rule
Are cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
Are the arrangements 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
to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
Draft fitted No. and Description of Boilers Working Pressure

REPORT ON MAIN BOILERS NOW FORWARDED?
DONKEY BOILER FITTED?
If so, is a report now forwarded?
Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
(If not state date of approval)
General Pumping Arrangements Oil fuel Burning Piping Arrangements

GEAR. State the articles supplied:—

The foregoing is a correct description.

Manufacturer.



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1927 Jun 15-22 July 8-12-21
 During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits 5

Dates of Examination of principal parts—Cylinders Slides Covers
 Pistons Piston Rods Connecting rods
 Crank shaft Thrust shaft Intermediate shafts
 Tube shaft Screw shaft Propeller
 Stern tube Engine and boiler seatings Engines holding down bolts
 Completion of fitting sea connections 21-4-24
 Completion of pumping arrangements Boilers fixed Engines tried under steam
 Main boiler safety valves adjusted Thickness of adjusting washers
 Crank shaft material Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

Is an installation fitted for burning oil fuel 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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
 Propellers, stern tubes, propeller shafts + sea cocks + valves fitted & examined. Found same in order.
 The vessel is proceeding to Greenock to have the machinery installed.

a.l.
 22/7/27

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	:	:	29th Sept 1927
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	1	-	4.10.27

John D Macdonald
 Engineer Surveyor to Lloyd's Register of S

Committee's Minute GLASGOW 4 - OCT 1927

Assigned See G.L.K. Rpt. No. 18770.

