

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 JUN 1927

Date of writing Report 19 When handed in at Local Office 25.6.1927 Port of WEST HARTLEPOOL
 No. in Survey held at West Hartlepool Date, First Survey 26th January Last Survey 21st June 1927
 Reg. Book. on the S.S. "ROMANBY" (Number of Visits 76) Gross 4887 Tons Net 2997
 Built at West Hartlepool By whom built Wm Gray & Co Ltd Yard No. 987 When built 1927
 Engines made at West Hartlepool By whom made Central Marine Engine No. 987 when made 1927
 Boilers made at ditto By whom made Engine Works Boiler No. 987 when made 1927
 Registered Horse Power Owners The Horner Shipping Co. Ltd Port belonging to WEST HARTLEPOOL
 Nom. Horse Power as per Rule 506 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Ocean going

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 62
 Dia. of Cylinders 26" 43" 71 1/2" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.545 as fitted 14" Crank pin dia. 14" Crank webs Mid. length breadth 21 1/8" Mid. length thickness 8 1/2" Thickness parallel to axis 8 1/2" Thickness around eye-hole 6 3/8"
 Intermediate Shafts, diameter as per Rule 12.901 as fitted 13 5/16" Thrust shaft, diameter at collars as per Rule 13.546 as fitted 14"
 Tube Shafts, diameter as per Rule as fitted Sefew Shaft, diameter as per Rule 14.4 as fitted 15" Is the tube screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule .738 as fitted 3/4" Thickness between bushes as per Rule .553 as fitted 9/16" 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 yes
 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'-0"
 Propeller, dia. 18'-0" Pitch 18'-3" No. of Blades 4 Material Bronze whether Moveable yes Total Developed Surface 103 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3 3/4" Stroke 28 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 28 Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 2 main + 1 8" x 6" x 18" simplex Pumps connected to the Main Bilge Line No. and size 2 main + 1 9" x 10 1/2" x 10" duplex How driven Steam 1 7 1/2" x 5" x 6" duplex How driven Steam
 Ballast Pumps, No. and size 1 9" x 10 1/2" x 10" duplex 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 of 2 3/4" Tunnel 1 of 3" dia.
 In Holds, &c. No 1 2 of 3" dia. No 2 2 of 3 1/2" dia. No 3 2 of 2 3/4" dia. No 4 2 of 3 1/4" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 4 1/2" dia. 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 Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes
 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 How are they protected
 What pipes pass through the deep tanks none 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 report Is it fitted with a watertight door yes worked from Cylinder grating

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 7614 square feet
 Is Forced Draft fitted yes No. and Description of Boilers 3 single ended Working Pressure 180 lbs
 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 Main Boilers yes Auxiliary Boilers Donkey Boilers
 Superheaters General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 2 Bolts & nuts for connecting rods top ends.
 2 ditto for bottom ends. 2 ditto for main bearings 1 set coupling bolts & nuts. 1 set feed & bilge pump valves. 2 air pump valves. 1 set H.P. piston springs. 1 propeller shaft. 2 C.I. propeller blades. 4 feed check valves. 1 safety valve spring. 3 condenser tubes. 10 boiler tubes.
 Bolts, nuts, studs and iron assorted.

The foregoing is a correct description,
 FOR THE CENTRAL MARINE ENGINE WORKS,
 (W. Gray & Co. Ltd.)
 John H. [Signature] Manufacturer.
 DIRECTOR.



NOTE.—The words which do not apply should be deleted.
 In a Report also sent on the Hull of the Ship.
 If not, state whether, and when, one will be sent.

Dates of Survey while building
 During progress of work in shops -- 1927. Jan. 26. 27. 28. 31. Feb. 8. 11. 15. 16. 22. 23. 25. Mar. 1. 3. 4. 7. 9. 10. 11. 14. 16. 18. 21. 22. 23. 25. 28. 29. 30. 31. April. 1. 5. 6. 7. 8. 11. 12. 13. 14. 19.
 During erection on board vessel --- 21. 22. 25. 27. 28. 29. May. 4. 5. 6. 9. 10. 11. 12. 13. 16. 17. 18. 19. 20. 22. 24. 25. 26. 30. 31. June. 1. 2. 7. 8. 9. 10. 13. 15. 16. 20. 21
 Total No. of visits 76.

Dates of Examination of principal parts—Cylinders 3. 3. 27- 13. 5. 27 Slides 29. 3. 27- 12. 4. 27 Covers 16. 2. 27- 28. 3. 27
 Pistons 21. 3. 27- 20. 5. 27 Piston Rods 9. 3. 27- 20. 4. 27 Connecting rods 25. 2. 27- 4. 5. 27
 Crank shaft 22. 3. 27- 4. 5. 27 Thrust shaft 7. 3. 27- 4. 5. 27 Intermediate shafts 20. 4. 27- 17. 5. 27
 Tube shaft ✓ Screw shaft 6. 4. 27- 26. 5. 27 Propeller 21. 4. 27- 25. 5. 27.
 Stern tube 17. 5. 27- 26. 5. 27 Engine and boiler seatings 1. 6. 27 Engines holding down bolts 13. 6. 27
 Completion of fitting sea connections 6. . 27
 Completion of pumping arrangements 16. 6. 27 Boilers fixed 10- 6. 27 Engines tried under steam 16. 6. 27
 Main boiler safety valves adjusted 16. 6. 27 Thickness of adjusting washers P.P. 1/32 S 5/16 CP 1/32 S 3/8 SP 3/8 S 3/8
 Crank shaft material S.M. Eng. Steel Identification Mark 6394 H. Thrust shaft material S.M. I. Stl. Identification Mark 631 v.s.
 Intermediate shafts, material S.M. 9. Stl. Identification Marks 694. 695. 869. 872 v.s.
 Screw shaft, material Scrap iron Identification Mark 6398 H. Steam Pipes, material Steel Lap welded ✓ Test pressure 600 lbs. Date of Test 10-13/27
 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 yes except F.D. fitted so, state name of vessel Troutpool.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 A feed heater and an evaporator fitted, the coils of which were tested to 400 lb., the body of the former to 400 lb. and of the latter to 50 lb. ✓

This vessel's machinery has been built and installed under Special Survey. The materials and workmanship are good and efficient.
 On completion it was tried under full steam satisfactorily and is now eligible to have the notation **LMC 6. 27.**

It is submitted that this vessel is eligible for THE RECORD. + LMC 6. 27. FD. CL.

J.W.D.
 30/6/27

The amount of Entry Fee ... £ 6 : : :
 Special ... £ 100 : 6 : : :
 Donkey Boiler Fee ... £ : : :
 Travelling Expenses (if any) £ : : :
 When applied for, 28. 6. 19. 27
 When received, 12. 7. 19. 27

R.D. Chilston & Robert Rae
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI 1 JUL 1927

Committee's Minute

Assigned

+ LMC 6:27
 F.D. CL

CERTIFICATE IN TERN

