

Rovuma.

No. 18770

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 5 OCT 1927

of writing Report 8/9/27 When handed in at Local Office 28/9/1927 Port of Greenock
 in Survey held at Greenock Date, First Survey 14th August '24 Last Survey 28/9/1927
 g. Book. on the T/S "Rovuma" (Number of Visits 8)

uilt at Ardnaman By whom built Ardnaman S.S. & E.C. Co. Yard No. 104
 gines made at Booth & Co. By whom made W. Bearden & Co. Ltd. Engine No. 632/3 When built 1927
 lers made at Greenock By whom made J. & K. Caird & Co. Ltd. Boiler No. 171 when made 1927
 istered Horse Power 125 Owners Ulster Canal Mail S/S Co. Ltd. Port belonging to London
 n. Horse Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes NO. Is Electric Light fitted Yes

GINES, & Co.—Description of Engines Triple Expansion (2 Sigs) all overhauled
 z. of Cylinders 3 Length of Stroke 125 Revs. per minute 125 No. of Cylinders 3 No. of Cranks 3
 of Crank shaft journals as per rule as fitted Dia. of Crank pin as fitted Crank webs as fitted Mid. length breadth as fitted Thickness parallel to axis as fitted
 meter of Thrust shaft under collars as per rule as fitted Diameter of Tunnel shaft as fitted Diameter of Screw shaft as fitted Is the Screw shaft as fitted
 I with a continuous liner the whole length of the stern tube Yes Is the after end of the liner made watertight in the propeller boss Yes
 the liner is in more than one length are the joints burned Yes If the liner does not fit tightly at the part Yes
 between the bearings in the stern tube, is the space charged with Yes material insoluble in water and non-corrosive Yes
 two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit Yes
 it being efficiently lubricated Yes Length of Stern Bush as fitted Diameter of Propeller as fitted
 ch of Propeller as fitted No. of Blades as fitted State whether Moveable as fitted Total Surface as fitted square feet. as fitted
 of Feed Pumps fitted to the Main Engines as fitted Diameter of ditto as fitted Stroke as fitted Can one be overhauled while the other is at work as fitted
 of Bilge Pumps fitted to the Main Engines as fitted Diameter of ditto as fitted Stroke as fitted Can one be overhauled while the other is at work as fitted
 al number and size of power driven Feed and Bilge Auxiliary Pumps 2 SIMPLEX, 4" x 5" x 12" Yes
 and size of Pumps connected to the Main Bilge Line 2 SIMPLEX, 1-4" x 5" x 12", 1-8" x 9" x 18" Yes
 and size of Ballast Pumps 1-8" x 9" x 18" Yes No. and size of Lubricating Oil Pumps, including Spare Pump None
 two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary as fitted
 ge Pumps;—In Engine and Boiler Room 4-2 1/2" Yes and in Holds, &c. Nº 1-2-2 1/2", Nº 2-2-2 1/4" Yes
 tunnel well 1-2 1/2" Yes

and size of Main Water Circulating Pump Bilge Suctions 2-3 1/2" Yes No. and size of Donkey Pump Direct Suctions as fitted
 the Engine Room Bilges 1-2 1/2" Yes Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 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
 all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks both Yes
 they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line above
 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
 at Pipes are carried through the bunkers Bilge suction to Nº 1 Hold Yes How are they protected limber boards Yes
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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 Yes
 partment to another Yes Is the Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from 4 ER Rafter
 IN BOILERS, & Co.—(Letter for record S) Total Heating Surface of Boilers 2357 sq ft Yes
 Forced Draft fitted No No. and Description of Boilers 2 Single Ended Working Pressure 180
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

ANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 eral Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

ARE GEAR. State the articles supplied:—2 Connecting Rod bolts 1 inch for 10 inch
ditto for 10 inch ends 2 Main Bearing bolts 1 inch
Coupling bolts 1 inch 1 Set of Feed & Bilge Pump Gaskets 2
Quantity of assorted bolts & nuts 100 of various

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

004900-004905-0172

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits 8.

Aug. 14. 25. 24. 30. 31. Sept 7. 8. 28.

Dates of Examination of principal parts - Cylinders

Covers

Pistons

Slides

Connecting rods

Crank shaft

Rods

Tunnel shafts

Screw shaft

Thrust shaft

Stern tube

Engine and boiler seatings

Propeller

Engines holding down bolts

30-8-24

Completion of pumping arrangements 28-9-24.

Boilers fixed

30-8-24.

Engines tried under steam

28. 9.

Completion of fitting sea connections

see lth Rept.

Stern tube

see lth Rept.

Screw shaft and propeller

see lth Rept.

Main boiler safety valves adjusted

8-9-24

Thickness of adjusting washers

P 1/32

S 1/32

P 1/32

S 3/8.

Material of Crank shaft

Identification Mark on Do.

Material of Thrust shaft

Identification Mark on Do.

Material of Tunnel shafts

Identification Marks on Do.

Material of Screw shafts

Identification Marks on Do.

Material of Steam Pipes

Copper SD

Test pressure

360

Date of Test

31-8-24.

Is an installation fitted for burning oil fuel

970

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

970

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

These engines, Boilers have been securely fitted on board. Fired under steam & found satisfactory. The machinery is eligible in our opinion for the record of. LMC 9-27.

It is submitted that this vessel is eligible for THE RECORD. + LMC 9. 27.

6/10/27

CERTIFICATE WRITTEN 11.10.27.

The amount of Entry Fee ... £

1/5th Special Fitting out £ 6- 5-

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for,

29th Sept. 1924.

When received,

4.10.27

W. Gordon-Michael. J. D. Avey
Engineer Surveyor to Lloyd's Register of Ships

Committee's Minute GLASGOW 4 - OCT 1927

Assigned + LMC 9, 27



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