

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 46981

Report made on Aug 25 1927 When handed in at Local Office 20/8/27 Port of Glasgow
 Survey held at Coatbridge Date, First Survey 17.5.27 Last Survey Aug 24 1927
 on the T/S 'Roumou' (Number of Visits 12)
 By whom built Anderson & Co. Ltd. Yard No. 632/3 when made 1927
 By whom made W. Beardmore & Co. Ltd. Engines No. 632/3 when made 1927
 By whom made J. G. Kincaid & Co. Ltd. Boiler No. 1927 when made 1927
 Horse Power 125 Owners Y.S. & P. Port belonging to Y.S. & P.
 Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes
 which Vessel is intended Y.S. & P.

&c.—Description of Engines Inverted, triple expansion (Twin Screw) Revs. per minute 3 each eng.
 Dimensions 11 1/4 x 18 3/4 x 31 Length of Stroke 21" No. of Cylinders Three each eng. No. of Cranks 3 each eng.
 dia. of journals as per Rule 5.9 as fitted 6.5 Crank pin dia. 6.5 Crank webs Mid. length breadth 11" Thickness parallel to axis 3"
 as fitted 6.5 Mid. length thickness 4 1/8" shrunk Thickness around eye-hole 2 1/8"
 Shafts, diameter as per Rule 5.62 as fitted 6" Thrust shaft diameter at collars as per Rule 5.9 as fitted 6.3
 diameter as per Rule 5.62 as fitted 6" Is the { tube } shaft fitted with a continuous liner { no }
 as fitted 5.62 as fitted 6" Is the { screw } shaft fitted with a continuous liner { no }
 rs, thickness in way of bushes as per Rule 4.9 as fitted 7.2 Thickness between bushes as per Rule 3.7 as fitted 4.8
yes Is the after end of the liner made watertight in the yes
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 Is 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
 are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after yes
 e shaft yes Length of Bearing in Stern Bush next to and supporting propeller 2.9"
 a. 8.0" Pitch 8-9" No. of Blades 4 Material Brongze whether Movable no Total Developed Surface 24 sq. feet
 worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 11" Can one be overhauled while the other is at work yes
 worked from the Main Engines, No. 2 Diameter 2 1/2" Stroke 11" Can one be overhauled while the other is at work yes
 and size 11" No. and size 11"
 driven 11"
 ps, No. and size 11"
 ndent means arranged for circulating water through the Oil Cooler 11"
 —In Engine and Boiler Room 11" Suctions, connected to both Main Bilge Pumps and Auxiliary 11"

Circulating Pump Direct Bilge Suctions, No. and size 11" Independent Power Pump Direct Suctions to the Engine Room Bilges, 11"
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 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
 onnections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes
 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 yes
 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
 ss through the bunkers yes How are they protected yes
 is through the deep tanks yes Have they been tested as per Rule yes
 Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 nent 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
 another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from yes

ILERS, &c.—(Letter for record no) Total Heating Surface of Boilers 2354.0 F.
 raft fitted no No. and Description of Boilers 2 - 11'9" dia x 10'6" Working Pressure 180 lb.
 PORT ON MAIN BOILERS NOW FORWARDED? no
 NKEY BOILER FITTED? no If so, is a report now forwarded? no
 Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval) yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

GEAR. State the articles supplied:— All as per Rule requirements.

foregoing is a correct description,

WILLIAM BEARDMORE & CO. LIMITED

Manufacturer.



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Lloyd's Register Foundation

004900-004905-0179

During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - -
Total No. of visits

1927. May 17-20-27. June 9-20. July 1-4-11. Aug 10-11-17-24

Dates of Examination of principal parts—Cylinders 23-6-27 Slides 23-6-27 Covers 23-6-27
Pistons 23-6-27 Piston Rods 9-6-27 Connecting rods 9-6-27
Crank shaft 1-7-27 Thrust shaft 20-5-27 Intermediate shafts 4-7-27
Tube shaft 11-7-27 Screw shaft 11-7-27 Propeller 11-7-27
Stern tube 11-7-27 Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material Steel Identification Mark 1739 AF Thrust shaft material Steel Identification Mark
Intermediate shafts material Steel Identification Mark 1739 AF Tube shaft material Identification Mark
Screw shaft material Steel Identification Mark 1739 AF 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.)
These engines have been built under special survey in accordance with the Rules.
The materials and workmanship are good.
The engines have been forwarded to Greenock installation on board the vessel.

The amount of Entry Fee ... £ 3/0/0
Special ... £ 12/10/0
Donkey Boiler Fee ... £
Travelling Expenses (if any) £
When applied for, 30/8/27
When received, 12-10-27

H. J. Luthert
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute GLASGOW 4 - OCT 1927

Assigned See Gen. Rpt. No. 18770

