

## 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 26<sup>th</sup> January Last Survey 21<sup>st</sup> June 1927

Reg. Book.

(Number of Visits 76)

on the

S.S. "ROMANBY"

Built at West Hartlepool By whom built Wm Gray &amp; Co Ltd

Yard No. 987

Gross 4887

Tons Net 2997

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 Hopper 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, &amp;c.—Description of Engines

Triple expansion

Revs. per minute 62

Dia. of Cylinders 26" 43" 71"

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"

shrunken Thickness parallel to axis 8 1/2"

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

Screw Shaft, diameter

as per Rule 14.4"

as fitted 15"

Is the tube 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

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

yes

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

How driven Steam

Pumps connected to the

Main Bilge Line

No. and size 2 main + 1 9" x 10 1/2" x 10" duplex

Ballast Pumps, No. and size 1 9" x 10 1/2" x 10" duplex

Lubricating Oil Pumps, including Spare Pump, No. and size

yes

Are two independent means arranged for circulating water through the Oil Cooler

yes

Bilge Pumps;—In Engine and Boiler Room 3 of 2 3/4"

In Holds, &amp;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

yes

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, &amp;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? yes

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers yes

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR. State the articles supplied:—

2 Bolts &amp; nuts for connecting rods top ends.

2 ditto for bottom ends.

2 ditto for main bearings

1 set coupling bolts

1 set feed &amp; 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.

yes

The foregoing is a correct description,  
FOR THE CENTRAL MARINE ENGINE WORKS,

(W. Gray &amp; Co. Ltd.)

John H. [Signature]

Manufacturer.

DIRECTOR.



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Lloyd's Register  
Foundation

W289-0162



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. Date of writing Report

Dates of Survey while building 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 Engines made at West

Crank shaft 22.3.27-4.5.27 Thrust shaft 7.3.27-4.5.27 Intermediate shafts 20.4.27-17.6.27 Boilers made at

Tube shaft ✓ Screw shaft 6.4.27-26.5.27 Propeller 21.4.27-25.5.27 Nominal Horse Power

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.  $\frac{11}{32}$  S.  $\frac{5}{16}$  CP  $\frac{11}{32}$  S.  $\frac{3}{8}$  SP  $\frac{3}{8}$  S.  $\frac{3}{8}$  MULTITUBULAR

Crank shaft material S.M. Eng. Steel Identification Mark 6394 H. Thrust shaft material S.M. I. Stl. Identification Mark 631 V.S. Manufacturers of Steel

Intermediate shafts, material S.M. I. Stl. Identification Marks 12959, 12960 Tube shaft, material Lap welded ✓ Identification Mark 10-13/4 Total Heating Surface

Screw shaft, material Scrap iron Identification Mark 6398 H. Steam Pipes, material Steel Test pressure 600 lbs. Date of Test 10-13/4

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  $\nabla$  LMC 6.27.

It is submitted that this vessel is eligible for THE RECORD. + LMC 6.27. FD. CL.

The amount of Entry Fee ... £ 6 : : When applied for, 28.6.1927

Special ... £ 100 : 6 : : When received, 12.7.1927

Donkey Boiler Fee ... £ : : :

Travelling Expenses (if any) £ : : :

FRI 1 JUL 1927

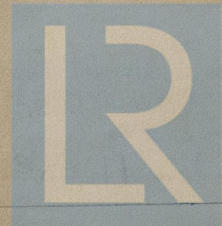
Committee's Minute

Assigned

+ LMC 6:27  
F.D. CL

CERTIFICATE WRITTEN

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



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