

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 10 JAN 1929

Date of writing Report 8. 1. 1929 When handed in at Local Office 8. 1. 1929 Port of MIDDLESBROUGH  
 No. in Survey held at SOUTH BANK ON TEES Date, First Survey Nov 21<sup>st</sup> 1924 Last Survey 8. 1. 1929  
 Reg. Book. on the "ROYSTON" (Number of Visits 23)  
 Built at SOUTH BANK By whom built Smiths Dock Co Ltd. Yard No. 844 When built 1929  
 Engines made at do. By whom made do. Engine No. 312 when made 1929  
 Boilers made at Hartlepool By whom made Richardsons, Westgate St. Boiler No. D. 178 when made 1928  
 Registered Horse Power Owners The Granta Steam Shipping Co. Ltd Port belonging to Newcastle  
 Nom. Horse Power as per Rule 266 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes  
 Trade for which Vessel is intended Collier

**ENGINES, &c.**—Description of Engines Triple Expansion Revs. per minute 73  
 Dia. of Cylinders 21" 35" 57½" Length of Stroke 42" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 11.23 as fitted 11½" Crank pin dia. 11½" Crank webs Mid. length breadth 18½" shrunk Thickness parallel to axis 7¼"  
 Intermediate Shafts, diameter as per Rule 10.7 as fitted 10¾" Thrust shaft, diameter at collars as per Rule 11.23 as fitted 11½"  
 Tube Shafts, diameter as per Rule 12.03 as fitted 12½" Is the tube shaft fitted with a continuous liner Yes  
 Screw Shaft, diameter as per Rule 12.2 as fitted 12½" Is the screw shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule 3.2 as fitted 4" Thickness between bushes as per Rule 2 as fitted 17" 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no If so, state type Yes  
 Length of Bearing in Stern Bush next to and supporting propeller 4-11½"  
 Propeller, dia. 16'-0" Pitch 15'-2" No. of Blades 4 Material C.D. whether Moveable no Total Developed Surface 77 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3¼" Stroke 22" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3¼" Stroke 22" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size 1-6" x 4¼" x 6" Pumps connected to the { No. and size 1-10" x 11" x 10"  
 How driven Steam 1-2" Subject Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size 1-10" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size Yes  
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3-2½" & 1-2¼" tunnel well  
 In Holds, &c. Nº 1: 2-2½"; Nº 2: 2-2½"; Nº 3: 2-2½"; Nº 4: 2-2½"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-4" 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 both  
 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 Forward suction How are they protected Wood ceiling  
 What pipes pass through the deep tanks Yes 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 Yes Is it fitted with a watertight door Yes worked from E.R. main deck level

**MAIN BOILERS, &c.**—(Letter for record S.) Total Heating Surface of Boilers 4554 ft. Yes  
 Is Forced Draft fitted no No. and Description of Boilers 25.8 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 Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes  
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

**SPARE GEAR.** State the articles supplied:— As per Rules + I.C.D. Propeller; 1 set air pump valves; 1 main check valve; 1 auxiliary check valve; 12 pinic ring bolts; ½ set donkey pump valves; ½ set ballast pump valves; quantity boiler tubes, condenser tubes, firebars, gauge glasses & washers.

The foregoing is a correct description,

*J. D. Stead*

Manufacturer.

3/1/29



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Lloyd's Register Foundation

KE 76-0214

NOTE.—The records which do not apply should be deleted.

1927 Nov 21. 1928 Jan 3. May 14. Aug 16. Sep 3. 11. 19. 26. Oct 13. 19. 30. Nov 6.  
 During progress of work in shops -- 19. 23. Dec 4. 6. 8. 11. 12. 19. 29. 1929 Jan 3. 8.  
 Dates of Survey while building  
 During erection on board vessel ---  
 Total No. of visits 23.

Dates of Examination of principal parts—Cylinders 19. 9. 28. Slides 30. 10. 28. Covers 19. 10. 28.  
 Pistons 19. 9. 28. Piston Rods 19. 9. 28. Connecting rods 19. 10. 28.  
 Crank shaft 11. 9. 28. Thrust shaft 6. 11. 28. Intermediate shafts 12. 12. 28.  
 Tube shaft ✓ Screw shaft 23. 11. 28. Propeller 19. 10. 28.  
 Stern tube 15. 10. 28 Engine and boiler seatings 6. 12. 28. Engines holding down bolts 12. 12. 28.  
 Completion of fitting sea connections 23. 11. 28.  
 Completion of pumping arrangements 19. 12. 28. Boilers fixed 12. 12. 28. Engines tried under steam 8. 1. 29.  
 Main boiler safety valves adjusted 19. 12. 28. Thickness of adjusting washers Port  $p \frac{1}{2} s \frac{9}{16}$  Star.  $p \frac{9}{16} s \frac{17}{32}$   
 Crank shaft material Steel Identification Mark LLOYDS No 1741 L. Thrust shaft material Steel Identification Mark LLOYDS No 8082 J.P. 31. 29.  
 Intermediate shafts, material Steel Identification Marks LLOYDS No 80825 A.T.T. 11. 4. 28. Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material Steel Identification Mark LLOYDS No 80825 J.P. 31. 5. 29. Steam Pipes, material Copper Test pressure 360 lbs. Date of Test 12. 12. 28.  
 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 the use of oil as fuel been complied with ✓  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no. If so, have the requirements of the Rules been complied with ✓  
 Is this machinery duplicate of a previous case Yes. If so, state name of vessel ss. "Quickolép" (Mal. Reg 13204)

**General Remarks** (State quality of workmanship, opinions as to class, &c.)  
 The materials and workmanship are good.  
 This machinery has been built under special survey in accordance with the Rules and Approved Plans, securely fitted aboard and tested with satisfactory results under steam and is, in my opinion, suitable for classification with record + L.M.C. 1.29.

It is submitted that this vessel is eligible for THE RECORD. L.M.C. 1.29. C.L.

[Handwritten signature and date 11/1/29]

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

The amount of Entry Fee	£ 4-0-0	When applied for,	
3/5 <sup>th</sup> Special Mal. Hpe	£ 38-18-0	9. 1. 1929	
2/5 <sup>th</sup> Donkey Boiler Fee	£ 26-0-0	When received,	
Travelling Expenses (if any)	£ :	19. 1. 29	

P. J. Mac...  
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute  
 Assigned  
 TUE. 15 JAN 1929  
 + L.M.C. 1.29 C.L.

