

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 16 Sept 1928 When handed in at Local Office 12.9.1928 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 25.7.28 Last Survey 3.9.1928
 Reg. Book. on the S.S. ROSSINGTON COURT (Number of Visits 10)
 Built at Glasgow By whom built The Fairfield S.B.E.C. Co. Yard No. 631 Tons 1918
 Engines made at Glasgow By whom made J. G. Kennedy & Co. Engine No. 652 when made 1918
 Boilers made at with By whom made with Boiler No. - when made -
 Registered Horse Power - Owners - Port belonging to 5
 Nom. Horse Power as per Rule - Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -
 Trade for which Vessel is intended -

ENGINES, &c.—Description of Engines

Dia. of Cylinders 8 1/2 Length of Stroke 28 No. of Cylinders 2 Revs. per minute 280
 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule Crank pin dia. as fitted Crank webs Mid. length breadth Thickness parallel to axis shrunk
 Mid. length thickness shrunk Thickness around eye-hole shrunk
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted as fitted
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner as fitted
 as fitted as fitted
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted as fitted
 propeller boss 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
 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 Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Feed Pumps { No. and size Pumps connected to the { No. and size
 How driven Main Bilge Line How driven
 Ballast Pumps, No. and size 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
 In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 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
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stowhold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 What Pipes pass through the bunkers How are they protected
 What pipes pass through the deep tanks 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
 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers

Is Forced Draft fitted No. and Description of Boilers Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting (If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



© 2020

Lloyd's Register Foundation

W450-0197

Dates of Examination of principal parts—Cylinders		Slides	Covers
Pistons	Piston Rods	Connecting rods	
Crank shaft	Thrust shaft	Intermediate shafts	
Tube shaft	Screw shaft	Propeller	
Stern tube	Engine and boiler seatings 31. 7. 28	Engines holding down bolts	
Completion of fitting sea connections	28. 8. 28		
Completion of pumping arrangements	Boilers fixed	Engines tried under steam	
Main boiler safety valves adjusted	Thickness of adjusting washers		
Crank shaft material	Identification Mark	Thrust shaft material	Identification Mark
Intermediate shafts, material	Identification Marks	Tube shaft, material	Identification Mark
Screw shaft, material	Identification Mark	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 the use of oil as fuel been complied with			
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo	If so, have the requirements of the Rules been complied with		
Is this machinery duplicate of a previous case	If so, state name of vessel		

a. b.
6/9/28.

W. Lane
Engineer Surveyor to Lloyd's Register of Shipping.
TUE. 12 MAR 1929

Assigned See Granock Report No. 18966

TUE. 6 NOV 1928

© 2020

Lloyd's Register
Foundation