

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

10 OCT 1928

Received at London Office

Date of writing Report 5th 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. (Number of Visits 10)

on the S.S. ROSSINGTON COURT

Built at Glasgow By whom built The Fairfield S.S.E.C. Co. Yard No. 631 Tons 1918
Engines made at Glasgow By whom made J. G. Kinraid & Co. Engine No. 652 when made 1928

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 Length of Stroke No. of Cylinders Revs. per minute No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis
Mid. length thickness Thickness around eye-hole

Intermediate Shafts diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the 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 How driven Pumps connected to the Main Bilge Line No. and size 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 yes Are they fitted with Valves or Cocks yes

Are they sized 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

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 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 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.

W450-0197



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Lloyd's Register Foundation

1928 July 25-31 Aug 6-13-20-23-28-29-31 Sep 3

Dates of Survey while building

During progress of work in shops ---

During erection on board vessel ---

Total No. of visits 10

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

General Remarks (State quality of workmanship, opinions as to class, &c. The sea connections, stern tube, propeller shaft and propeller have been fitted in a satisfactory manner. The vessel has proceeded to Greenock where the engines and boilers will be fitted on board.

A. G.
6/9/28.

The amount of Entry Fee ... £ / : : When applied for, 19

Special ... £ / : : When received, 19

Donkey Boiler Fee ... £ / : : 19

Travelling Expenses (if any) £ / : : 19

W. Lane
Engineer Surveyor to Lloyd's Register of Shipping.
TUE. 12 MAR 1928

Committee's Minute GLASGOW 9 OCT 1928 TUE. 6 NOV 1928

Assigned See Greenock Report No. 18966

