

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 OCT 1928

Date of writing Report Oct 19th 1928 When handed in at Local Office Oct 20th 1928 Port of GLASGOW.

No. in Survey held at Yroon. Date, First Survey 1. 6. 28 Last Survey Oct 14th 1928
 Reg. Book. on the SS. THE COUNTESS. (Number of Visits 18) Tons 561
 Gross 561
 Net 445

Built at Yroon By whom built Ailsa S.B. Co Ltd Yard No. 406 When built 1928

Engines made at Yroon By whom made Ailsa S.B. Co Ltd Engine No. 141 when made 1928

Boilers made at Glasgow By whom made David Rowan & Co Boiler No. 361 when made 1928

Registered Horse Power 115 Owners J. Hay & Sons Ltd Port belonging to Glasgow

Nom. Horse Power as per Rule 115 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion Revs. per minute 94.

Dia. of Cylinders 14"-23½"-39" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 4.96" Crank pin dia. 8½" Crank webs 5" Thickness parallel to axis 5"

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 4.96"

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

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the propeller boss 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 Close fit

If two liners are fitted, is the shaft lapped or protected between the liners No 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 2'-11"

Propeller, dia. 11'-6" Pitch 12'-0" No. of Blades 4 Material Iron whether Moveable No Total Developed Surface 45.4 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 2½" Stroke 15" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2½" Stroke 15" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 1 Duplex 4" x 8" x 8" Pumps connected to the { No. and size 1 Duplex 4" x 8" x 8"
 How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size 1. 4" x 8" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size

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"

In Holds, &c. 2 @ 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3"

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 Hold bilge suction How are they protected Wood protected

What pipes pass through the deep tanks 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 None Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2021 sq. ft.

Is Forced Draft fitted No No. and Description of Boilers One S.E. Marine Working Pressure 200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes His report 48402.

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? —

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 — Oil fuel Burning Piping Arrangements —

SPARE GEAR. State the articles supplied:— Two connecting rod top end bolts and nuts
Two bottom end bolts and nuts, Two main bearing bolts. One set of coupling bolts. One set of feed and bilge pump valves, a quantity of assorted bolts and nuts and iron of various sizes

The foregoing is a correct description,
 FOR AILSA SHIPBUILDING CO., LIMITED.

J. McNaughton
 ENGINEER-MANAGER

Manufacturer.



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Lloyd's Register
 Foundation

003223-003232-0084

1928 June 1-12 July 5-10-31 Aug 2-13-25 Sep 4-11-14-17-26 Oct 2-8-11-15-17

Dates of Survey while building { During progress of work in shops - - - }
 { During erection on board vessel - - - }

Total No. of visits 18

Dates of Examination of principal parts—Cylinders 2-8-28 Slides 13-8-28 Covers 23-8-28
 Pistons 23-8-28 Piston Rods 13-8-28 Connecting rods 13-8-28
 Crank shaft 31-4-28 Thrust shaft 13-8-28 Intermediate shafts -
 Tube shaft - Screw shaft 11-9-28 Propeller 11-9-28
 Stern tube 11-9-28 Engine and boiler seatings 2-10-28 Engines holding down bolts 8-10-28
 Completion of fitting sea connections 2-10-28
 Completion of pumping arrangements 15-10-28 Boilers fixed 2-10-28 Engines tried under steam 14-10-28
 Main boiler safety valves adjusted 15-10-28 Thickness of adjusting washers PV $\frac{1}{8}$ SV $\frac{1}{8}$
 Crank shaft material S Identification Mark No 2444 DCB. 31-4-28 Thrust shaft material S Identification Mark No 2444 DCB. 13-8-28
 Intermediate shafts, material - Identification Marks No 2444 DCB. Tube shaft, material Identification Mark No 2444 DCB. 13-8-28
 Screw shaft, material S Identification Mark No 2444 DCB. Steam Pipes, material Copper Test pressure 400 lbs Date of Test 11-10-28
 Is an installation fitted for burning oil fuel 11-9-28 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 No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.) The engines have been constructed under Special Survey in accordance with the Rules of the Society. The workmanship and materials are of good quality. The engines and boilers have been securely fitted on board and tried under steam with satisfactory results. It is submitted that this vessel is eligible for a record of **LMC 10-28**

A. L.
20/10/28

+ LMC 10-28 CL.

29/10/28
J. L.

The amount of Entry Fee ... £ 3 : 0 :
 3/4 Special ... £ 14 : 5 :
 Donkey Boiler Fee ... £ - : - :
 Travelling Expenses (if any) £ 2 : 10 :
 When applied for, 22 OCT 1928
 When received, 25-10-28

David C Barr.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 23 OCT 1928

Assigned + LMC 10-28.

CERTIFICATE WRITTEN.