

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 OCT 1928

Date of writing Report 5.9.28 When handed in at Local Office 6th October 1928 Port of Greenock  
 No. in Survey held at Greenock Date, First Survey 12th March 1928 Last Survey 5th October 1928  
 Reg. Book. on the S/S "Rossington Court" (Number of Visits 58)  
 Built at Glasgow By whom built Fairfield & Co. Ltd. Yard No. 631 Tons { Gross 5295  
 Engines made at Greenock By whom made John & Thos. Caird & Co. Engine No. 653 When built 1928  
 Boilers made at ditto By whom made ditto Boiler No. 657 when made 1928  
 Registered Horse Power Owners United British S.S. Co. Ltd. Port belonging to London  
 Nom. Horse Power as per Rule 574 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended Foreign

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 70  
 Dia. of Cylinders 24" 45" 45" Length of Stroke 51" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 14.196 Crank pin dia. 14 1/2" Crank webs Mid. length breadth shrunk Thickness parallel to axis 9 1/16"  
 as fitted 14 1/2" Mid. length thickness shrunk Thickness around eye-hole 6 3/8"  
 Intermediate Shafts, diameter as per Rule 13.5 Thrust shaft, diameter at collars as per Rule 14.196  
 as fitted 13 3/4" as fitted 14 1/2"  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 15.1 Is the tube shaft fitted with a continuous liner Yes  
 as fitted ✓ as fitted 15 5/8" as fitted 15 5/8"  
 Bronze Liners, thickness in way of bushes as per Rule .46 Thickness between bushes as per Rule .54 Is the after end of the liner made watertight in the  
 as fitted 13 1/16" as fitted 21 1/32" 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 —  
 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 No Length of Bearing in Stern Bush next to and supporting propeller 62 1/2"  
 Propeller, dia. 19' 0" Pitch 14' 3" No. of Blades 4 Material C9 whether Moveable No Total Developed Surface 109 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 28 Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 28 Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size 2 (8" 10 1/2" 22") Pumps connected to the { No. and size one 10" 12" 12"  
 How driven Steam Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size 1. 10" 12" 12" 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 4 at 3 1/2" Dry Tank Boiler Room 2. 3"  
 In Holds, &c. 2. 3 1/2" in each hold. Tunnel Drill. 1. 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 8" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 - 5" 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 Bilge Suction How are they protected causing  
 What pipes pass through the deep tanks None 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 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 U.E.R. PLATFORM

MAIN BOILERS, &c.—(Letter for record R.) Total Heating Surface of Boilers 8601  
 Is Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended 350 Working Pressure 180  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 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)

SPARE GEAR. State the articles supplied:—2 Connecting Rod 1 1/2" end both out  
ditto for bottom end, 2 Main Bearing both one  
set of coupling both one set of Feed Bilge  
Pump & valves, a quantity of various bolts & nuts  
of various sizes

The foregoing is a correct description,  
 FOR JOHN G. KINCAID & COY. LIMITED

W. Carter  
 DIRECTOR

Manufacturer.

W450-0196



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Lloyd's Register  
Foundation



During progress of work in shops -- (1928) Mar 12-22 April 19-24 May 4-8 14-18 23-25 29-30 June 4-4 11-14 19-21 22-25 26 July 13-14 19-24 27-31 Aug 1-3 6-8  
 9-10-13-15-14-22-23-24-28-30. Left 4-6 4-10-12-14-18-19-20-21-24-25-26-28 Oct 1-5.

Dates of Survey while building

During erection on board vessel --

Total No. of visits 58.

Dates of Examination of principal parts—Cylinders 6. 8. 28 Slides 23. 8. 28 Covers 6. 8. 28  
 Pistons 4. 9. 28 Piston Rods 4. 8. 28 Connecting rods 23. 8. 28  
 Crank shaft 22. 8. 28 Thrust shaft 19. 9. 28 Intermediate shafts 22. 8. 28  
 Tube shaft ✓ Screw shaft 22. 8. 28 Propeller 22. 8. 28  
 Stern tube 24. 8. 28 Engine and boiler seatings see Lth Rept. Engines holding down bolts 20. 9. 28  
 Completion of fitting sea connections see Lth Rept.  
 Completion of pumping arrangements 21. 9. 28 Boilers fixed 20. 9. 28 Engines tried under steam 5-10-28  
 Main boiler safety valves adjusted 21. 9. 28 Thickness of adjusting washers P 3/8" S 3/8" P 1/2" S 1/2" P 3/8" S 3/8"  
 Crank shaft material S Identification Mark LR 653 WGM Thrust shaft material S Identification Mark 1213 WGM  
 Intermediate shafts, material S Identification Marks 8118, 8120, 1578 WGM Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material S Identification Mark LR 1472 WGM Steam Pipes, material SDC Copper Test pressure 360 Date of Test 20.9.28  
 Is an installation fitted for burning oil fuel 910 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 If so, state name of vessel S/S Swinington Court 4R 18

General Remarks (State quality of workmanship, opinions as to class, &c.)

These Engines & Boilers have been built under special survey in accordance with the approved plans, & the workmanship & material are of good quality. They are now securely fitted on board, tried under steam, & found satisfactory.

The Machinery is eligible in my opinion for the record of LMC 10-28

It is submitted that this vessel is eligible for THE RECORD. + LMC 10-28 F.D. CL.

Jl. D.A. 11/10/28.

The amount of Entry Fee ... £ 6 : - :  
 Special ... £ 103 : 14 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 6<sup>TH</sup> OCTOBER 1928.  
 When received, 9.10.28

W. Gordon-Munroe  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 9 OCT 1928

TUE. 6 NOV 1928  
 TUE. 12 MAR 1929

Assigned + LMC 10, 28.