

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 83485

Date of writing Report 10 When handed in at Local Office 7th Nov 1928 Port of Newcastle on Tyne Received at London Office 13 NOV 1928
 No. in Survey held at Newcastle Date, First Survey 9th Aug. 1928 Last Survey 1st Nov 1928
 Reg. Book. 92278 on the *Steel* "TILSINGTON COURT" (Number of Visits 15)
 Built at Newcastle By whom built Armstrong Whitworth & Co. Ltd. Yard No. 1040 Tons { Gross 6877 6910
 Engines made at *Greenock* By whom made J. G. Muirhead & Co. Ltd. Engine No. 652 Net 4335
 Boilers made at *do* By whom made *do* Boiler No. 652 When built 1918
 Registered Horse Power Owners *United British S.S. Co. Ltd. Halden & Co. Ltd.* Port belonging to
 Nom. Horse Power as per Rule 5/4 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 *Simple* (See Greenock Report 18964) Revs. per minute
 Dia. of Cylinders *27-45-75* Length of Stroke *51* No. of Cylinders 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
 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 } shaft fitted with a continuous liner { screw }
 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
 Bilge Pumps;—In Engine and Boiler Room *4 2 3 1/2 3 in tunnel* Suctions, connected to both Main Bilge Pumps and Auxiliary
 In Holds, &c. *3 1/2 in wye suction in each hold*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *8 one* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *one 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 to forward holds* How are they protected *Carried through tankers under close fitting*
 What pipes pass through the deep tanks *Nil* 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 *2 R. Rating*

MAIN BOILERS, &c.—(Letter for record *Y*) Total Heating Surface of Boilers *8801*
 Is Forced Draft fitted *Yes* No. and Description of Boilers *3 Simple ended* Working Pressure *180 lbs.*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Greenock Rpt.*
 IS A DONKEY BOILER FITTED? *No* If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements *Yes with Tilsington* Oil fuel Burning Piping Arrangements *Yes*

SPARE GEAR. State the articles supplied:—*Propeller & shaft*
2 Each bolts & nuts for top & bottom ends & main bearings, set of 6 Coupling bolts.
rings & springs for all pistons, valves &c. for all pumps. Cylinder escape valves
bolts, nuts, studs &c. for all parts

The foregoing is a correct description,

Manufacturer.



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002659-002666-0203

During progress of work in shops - - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 15.

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 fitted 21.9.28 +
tested under water

Engine and boiler seatings 13.9.28

Engines holding down bolts 19.10.28.

Completion of fitting sea connections 13.9.28

Completion of pumping arrangements 18.10.28.

Boilers fixed 11.10.28

Main boiler safety valves adjusted 25.10.28.

Thickness of adjusting washers

Engines tried under steam

25.10.28.

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

Y.D. Copper Test pressure 360lb

Date of Test 15.10.28

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 carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case Yes If so, state name of vessel *Limington Court*

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

The machinery (Greenock Report 18964) installed on board + tested under steam. In our opinion the vessel is eligible for record of + LMC 11.28

It is submitted that
this vessel is eligible for
THE RECORD.

+ LMC 11.28 CL. F.D.

DA.

13/11/28.

WDA

The amount of Entry Fee ... £ : :
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 19
When received, 19

E. H. Hoddart & L. Peckett.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 16 NOV 1928

Assigned

thine 11.28

J.D. CL

CERTIFICATE WRITTEN



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