

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

25th Sept 1928 Port of

Received at London Office

-8 Oct 1928

NEWCASTLE-ON-TYNE

No. in Survey held at
Reg. Book.

Newcastle-on-Tyne.

Date, First Survey 18 July

Last Survey 25th Sept 1928

(Number of Visits 14)

92027 on the

SS. "SINNINGTON COURT"

Tons Gross 5254 5319

Net 3140 3253

Built at Newcastle By whom built Armstrong Whitworth & Co. Ltd. Yard No. 1039.

When built 1928

Engines made at Greenock. By whom made John. G. Kincaid & Co. Ltd. Engine No. 651.

when made 1928

Boilers made at Greenock. By whom made John. G. Kincaid & Co. Ltd. Boiler No. 653.

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

Ocean Going.

ENGINES, &c.—Description of Engines

Greenock Report 18946

Revs. per minute

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals as per Rule

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 drivenPumps connected to the { No. and size
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

4 @ 3 1/2"

3" in tunnel

In Holds, &c. 3 1/2" wing suction in each hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size 8"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size one 5" dia.

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 feed hold.

How are they protected Carried through timbers under close

What pipes pass through the deep tanks

See

Have they been tested as per Rule

Yes.

Ceiling

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 E.R. Grating.

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

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

Propeller & shaft.

2 Each bolts tank for top & bottom ends and main bearings, set of 6 coupling bolts

Rings & springs for all pistons, valves &c for all pumps

Cylinder escape valves. Bolts nut studs for all parts etc

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

010294-010299-0133

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

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 9-8-28. Engines holding down bolts 30-8-28
Completion of fitting sea connections 7-8-28.
Completion of pumping arrangements 20.9.28 Boilers fixed 6.9.28 Engines tried under steam 13.9.28
Main boiler safety valves adjusted 13.9.28 Thickness of adjusting washers Port $5\frac{5}{16}$ Centre $2\frac{3}{4}$ Starboard $2\frac{1}{2}$
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 Copper Solid Drawn. Test pressure 360 lbs Date of Tests 30-8-28 4.9.28
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 No. If so, state name of vessel ✓

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

The machinery (Greenock Report-18946) installed on board & tested under steam. In our opinion this vessel is also eligible for record of +LMC 9.28

It is submitted that this vessel is eligible for THE RECORD. +LMC 9.28 C.L. F.D.

23.11.9/10/28

J.

Certificate to be sent to
The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

Committee's Minute

TU 16 OCT 1928

Assigned

+LMC 9.28 F.D.C.

L. Peckett. E. J. Hoddart
Engineer Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN



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