

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 8 Oct. 1928

Date of writing Report 19 When handed in at Local Office 25th Sept 1928 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at Newcastle-on-Tyne. Date, First Survey 18 July Last Survey 25th Sept 1928
 Reg. Book. 92027 on the 55. "SINNINGTON COURT" (Number of Visits 14)
 Built at Newcastle By whom built Armstrong Whitworth & Co. Ltd. Yard No. 1039. Tons Gross 5254 5319 Net 3170 3253
 Engines made at Greenock. By whom made John. G. Kincaid Ltd. Engine No. 651. When built 1928
 Boilers made at Greenock. By whom made John. G. Kincaid 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 Thickness parallel to axis
 as fitted Mid. length thickness shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted as fitted
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
 as fitted as fitted
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted as fitted 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 Pumps connected to the Main Bilge Line No. and size
 How driven 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" 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 floor
 What pipes pass through the deep tanks keel Have they been tested as per Rule - 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 Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:— Propeller & shaft.
 2 Each bolts nuts 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 nuts studs for all parts etc

The foregoing is a correct description,

Manufacturer.



During progress of work in shops - -
 Dates of Survey while building
 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 $\frac{5}{16}$ Centre $\frac{3}{16}$ Star $\frac{5}{16}$
 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 Test 30-8-28
 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 +LMC9.28

It is submitted that this vessel is eligible for THE RECORD. +LMC9.28 C.L. F.D.

J. A. 9/10/28

J.

Certificate to be sent to the Surveyors are requested not to refer 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

+LMC9.28 F.D.C.

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



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