

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 29/6/28 When handed in at Local Office 14/8/28 Port of Newcastle
 No. in Survey held at Newcastle Date, First Survey 12th March 1928 Last Survey 13/8/28
 Reg. Book. on the S/S "Simington Court" (Number of Visits 38)
 Built at Newcastle By whom built Armstrong Whitworth Ltd. Yard No. 1039
 Engines made at Newcastle By whom made John & Kincaid Ltd. Engine No. 651
 Boilers made at ditto By whom made ditto Boiler No. 653
 Registered Horse Power 544 Owners Port belonging to
 Nom. Horse Power as per Rule 544 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted yes
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders 24" 45" 45" Length of Stroke 51" No. of Cylinders 3 Revs. per minute 63
 Crank shaft, dia. of journals as per Rule 14.196 Crank pin dia. 14 1/2" No. of Cranks 3
 Intermediate Shafts, diameter as per Rule 13.5 Thrust shaft, diameter at collars as per Rule 14.196
 Tube Shafts, diameter as per Rule 15.1 Is the lube shaft fitted with a continuous liner yes
 Screw Shaft, diameter as per Rule 15 5/8" Thickness between bushes as per Rule 21 3/2"
 Bronze Liners, thickness in way of bushes as per Rule 13 1/16" Is the after end of the liner made watertight in the 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 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft yes
 Propeller, dia. 19.0" Pitch 14.3" No. of Blades 4 Material CS whether Movable 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" x 10 1/2" x 22" Pumps connected to the Main Bilge Line 1. 10" x 12" x 12"
 How driven Steam How driven Steam
 Ballast Pumps, No. and size 1. 10" x 12" x 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 —
 In Holds, &c. —

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 —
 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 —
 Are all Sea Connections fitted direct on the skin of the ship — Are they fitted with Valves or Cocks —
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates — Are the Overboard Discharges above or below the deep water line —
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel — Are the Blow Off Cocks fitted with a spigot and brass covering plate —
 What Pipes are carried through the bunkers — How are they protected —
 What pipes pass through the deep tanks — 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 —
 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 — Is the Shaft Tunnel watertight — Is it fitted with a watertight door — worked from —

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 Working Pressure 180
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? —
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? —

PLANS. Are approved plans forwarded herewith for Shafting yes 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:—

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

McCart
 DIRECTOR

Manufacturer.



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Lloyd's Register
 Foundation

010294-010299-0134

Certificate to be sent to Glasgow

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

The amount of Entry Fee ... £ 6. : - :
Special ... 4/5 : £ 82. : 19 :
Glasgow ... 1/5 : £ 20. : 15 :
Travelling Expenses (if any) £ : : :

When applied for, 15th AUGUST 1928.
When received, 21st OCT 1928.

Committee's Minute GLASGOW 21 AUG 1928

Assigned Deferred

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

TUE 16 OCT 1928

See Rec. 2021 No. 83359
Lloyd's Register Foundation

(1928) Mar. 12-22 April 2-10-24 May 4-8-14-18-23-25-30-31 June 1-4-6-9-11-14-19-21-22-25-26 July 10-12-13-14-19
During progress of work in shops - - 20-24-26-27 Aug. 1-3-6-8-13
Dates of Survey while building During erection on board vessel - - -
Total No. of visits 38.

Dates of Examination of principal parts—Cylinders 22. 6. 28 Slides 10. 7. 28 Covers 22. 6. 28
Pistons 10. 7. 28 Piston Rods 14. 5. 28 Connecting rods 14. 5. 28
Crank shaft 14. 7. 28 Thrust shaft 26. 7. 28 Intermediate shafts 26. 7. 28
Tube shaft 20. 7. 28 Propeller 20. 7. 28
Stern tube 7. 7. 28 Engine and boiler seatings ✓ Engines holding down bolts ✓
Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓
Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓
Crank shaft material ✓ Identification Mark L.R. WGM 651. Thrust shaft material ✓ Identification Mark L.R. 1397. WGM
Intermediate shafts, material ✓ Identification Marks 4382, 1474, 2510, 651. Tube shaft, material ✓ Identification Mark
Screw shaft, material ✓ Identification Mark L.R. 4364. WGM. Steam Pipes, material ✓ Test pressure - Date of Test -
Is an installation fitted for burning oil fuel ✓ 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.)
These Engines, Boilers have been built under special survey in accordance with the approved plans & the workmanship & material are of good quality. They have now been shipped to Newcastle for fitting on board.
The Machinery is eligible in my opinion to have the record of LMC with date, when fitted on board & tried under steam.