

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 29/6/28 When handed in at Local Office 14/8/28 Port of Liverpool Received at London Office 22 AUG 1928
 No. in Survey held at Liverpool Date, First Survey 12th March 1928 Last Survey 13/8/1928
 Reg. Book. S/S "Simington Court" (Number of Visits 38)
 Built at Newcastle By whom built Armstrong Whitworth L^{td} Yard No. 1039 Tons { Gross / Net }
 Engines made at Liverpool By whom made John & Kincaid L^{td} Engine No. 651 When built 1928
 Boilers made at ditto By whom made ditto Boiler No. 653 when made 1928
 Registered Horse Power _____ 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 Revs. per minute 63
 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 shrunk Thickness parallel to axis 9 1/16"
 Intermediate Shafts, diameter as per Rule 13.5 as fitted 13 3/4" Thrust shaft, diameter at collars as per Rule 14.196 as fitted 14 1/2"
 Tube Shafts, diameter as per Rule as fitted ✓ Screw Shaft, diameter as per Rule 15.1 as fitted 15 5/8" Is the ✓ screw shaft fitted with a continuous liner ✓
 Bronze Liners, thickness in way of bushes as per Rule 13 1/16" Thickness between bushes as per Rule 15 1/32" 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 ✓
 Propeller, dia. 19.0" Pitch 14.3" No. of Blades 4 Material CG 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" x 10 1/2" x 22" How driven Steam Pumps connected to the Main Bilge Line { No. and size 1, 10" x 12" x 12" How driven Steam
 Ballast Pumps, No. and size 1, 10" x 12" x 12" duplex 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 ✓
 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
McCartu
 DIRECTOR

Manufacturer.



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Lloyd's Register Foundation

(1928) Mar. 12-22 April 2-10-24 May 4-8-14-18-23-25-30-31 June 1-4-6-11-14-19-21-22-25-26 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.	4.	28.	Covers	22.	6.	28
Pistons	10.	4.	28	Piston Rods	14.	2.	28	Connecting rods	14.	5.	28
Crank shaft	14.	4.	28	Thrust shaft	26.	4.	28	Intermediate shafts	26.	4.	28
Tube shaft				Screw shaft	20.	4.	28.	Propeller	20.	4.	28
Stern tube	4.	4.	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	S			Identification Mark	L.R. WGM 651			Thrust shaft material	S		Identification Mark L.R. 1397. WGM
Intermediate shafts, material	S			Identification Marks	L.R. 1470, 4383, 2521, 1469			Tube shaft, material			Identification Mark
Screw shaft, material	S			Identification Mark	L.R. 4364. WGM			Steam Pipes, material			Test pressure
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 \times LMC with date, when fitted on board & tried under steam.

Certificate to be sent to Glasgow

The amount of Entry Fee ... £ 6. : - :
 Special ... 4/5. £ 82. : 19 :
Newcastle ... 1/5. £ 20. : 15 :
 Travelling Expenses (if any) £ : :
 When applied for, 15th AUGUST 1928.
 When received, 21st OCT 1928.

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

TUE 16 OCT 1928

Committee's Minute GLASGOW 21 AUG 1928

Assigned Defered.

See Rec. 2021 No. 83359

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