

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18 FEB 1930

Date of writing Report

10

When handed in at Local Office

- 7 FEB. 1930

Port of Sunderland

No. in Survey held at

Sunderland.

Date, First Survey

27 Feb. 29

Last Survey

3 Feb. 1930

Reg. Book.

on the

S.S. "WELLINGTON COURT"

(Number of Visits

73)

Tons

Gross

4979

Net

3003

Built at

Sunderland

By whom built

Messrs Pickering & Sons.

Yard No.

228

When built

1930

Engines made at

Sunderland

By whom made

Messrs N.E. Marine Eng'g Co. Ltd

Engine No.

2692

when made

1930

Boilers made at

Sunderland.

By whom made

Messrs N.E. Marine Eng'g Co. Ltd

Boiler No.

2692.

when made

1930

Registered Horse Power

Owners

Galdin & Phillips, Ltd

Port belonging to

London

Nom. Horse Power as per Rule

437.

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

Yes.

Trade for which Vessel is intended

General Cargo Purposes.

ENGINES, &c.—Description of Engines Triple Expansion Compound.

Revs. per minute

Dia. of Cylinders

26"-43"-72"

Length of Stroke

48"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 13.55"

Crank pin dia.

13 7/8"

Crank webs

Mid. length breadth

✓

shrunk

Thickness parallel to axis

8 3/4"

Intermediate Shafts, diameter

as per Rule

12.91"

Thrust shaft, diameter at collars

as per Rule

13.55"

Tube Shafts, diameter

as fitted

✓

Screw Shaft, diameter

as per Rule

14.41"

Is the

tube

screw

shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule

.739"

Thickness between bushes

as per Rule

.554"

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

✓

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

No.

Length of Bearing in Stern Bush next to and supporting propeller

5'-0"

Propeller, dia.

18'-0"

Pitch

17'-3"

No. of Blades

4.

Material

Bronze.

whether Movable

No.

Total Developed Surface

98

sq. feet

Feed Pumps worked from the Main Engines, No.

2.

Diameter

4"

Stroke

26"

Can one be overhauled while the other is at work

Yes.

Bilge Pumps worked from the Main Engines, No.

2.

Diameter

4"

Stroke

26"

Can one be overhauled while the other is at work

Yes.

Feed Pumps

No. and size

2 - 7 1/2" x 9 1/2" x 21"

Pumps connected to the

No. and size

One. 10" x 12" x 12" (Ballast pump).

How driven

One

8" x 6" x 8"

Main Bilge Line

How driven

Steam

Ballast Pumps, No. and size

One.

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

4.

— 3 1/2" dia.

In Holds, &c.

No. 1. Hold.

2 - 3 1/2" dia.

No. 2. Hold.

2 - 3 1/2" dia.

No. 3. Hold.

2 @ 3 1/2" dia.

Tunnel Well.

1 - 3 1/2" dia.

Main Water Circulating Pump Direct Bilge Suctions, 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

✓

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

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. Top Platform

MAIN BOILERS, &c.—(Letter for record

(7)

Total Heating Surface of Boilers

7401. \$

Is Forced Draft fitted

No.

No. and Description of Boilers

3. S.E. Marine Type.

Working Pressure

180 lbs/sq.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

✓

PLANS. Are approved plans forwarded herewith for Shafting

✓

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:—

One. C.I. propeller.

One propeller shaft.

2 Connecting Rod Top Bolts and Nuts.

One Set. Connecting Rod.

Bottom End Bolts and Nuts.

1 set ahead and astern ecc. strap bolts and nuts.

1 Set Main Bearing Bolts and Nuts

1 Set coupling bolts for one coupling.

2 Feed pump suction and 2. Delivery Valves and

Seats.

1 Bilge pump suction and 1 Delivery Valve and Seat.

1 Set of Lockwood

and Caulish union for each of. M.P. L.P. & H.P. pistons and H.P. piston Valve.

6 Holding Down Bolts and Nuts.

1 length each. round iron

1/4", 3/8", 1/2", 5/8", 3/4" & 7/8"

1 length each Flat iron

3/8" x 2". 8 1/2" x 2 1/2"

4 Skids of assorted iron.

Quantity of studs and nuts.

✓

The foregoing is a correct description,
THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

John Neill

Manager.

Manufacturer.



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Lloyd's Register
Foundation

010519-010525-0154

1929. Feb. 27. Mar. 6. Apr. 24. May. 8. June. 20, 25, 28. July. 2, 3, 15, 18. Aug. 14, 15, 29, 31.
 27, 28 Sep. 2, 3, 4, 9, 10, 12, 13, 16, 17, 18, 20, 23, 27, 30. Oct. 2, 4, 7, 10, 14, 18, 22, 23, 24, 30, 31. Nov. 5, 6.
 7, 11, 13, 14, 18, 20, 23, 29. Dec. 3, 4, 10, 11, 16, 20, 23, 24, 27. 1930. Jan. 3, 6, 7, 8, 13, 15, 16, 17, 20, 22, 31. Feb. 3.

During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits **73**

Dates of Examination of principal parts—Cylinders **LP 15.7.29**
 HP 15.8.29
 MP 2.9.29
 Slides **22.10.29**
 Covers **HP 23.9.29**
 MP 27.9.29
 LP 4.10.29
 Pistons **14.10.29**
 Piston Rods **16.9.29**
 Connecting rods **28.6.29**
 Crank shaft **13.9.29**
 Thrust shaft **13.9.29**
 Intermediate shafts **13.11.29**
 Tube shaft **W 10.12.29**
 Screw shaft **S 18.11.29**
 Propeller **S 13.1.30**
 Stern tube **20.12.29**
 Engine and boiler seatings **3.1.30**
 Engines holding down bolts **17.1.30**
 Completion of fitting sea connections **24.12.29**
 Completion of pumping arrangements **22.1.30**
 Boilers fixed **15.1.30**
 Main boiler safety valves adjusted **22.1.30**
 Thickness of adjusting washers **Port S. 15/32" Centres 7/16" Starboard 5 7/16"**
 Crank shaft material **Seimens Steel** Identification Mark **1552 M.C.** Thrust shaft material **Seimens Steel** Identification Mark **1709 M.C.**
 Intermediate shafts, material **Seimens Steel** Identification Marks **1934, 2012, 1918 M.C.** Tube shaft, material **Seimens Steel** Identification Mark **W 1895 M.C.**
 Screw shaft, material **Seimens Steel** Identification Mark **S. 8455 M.C.** Steam Pipes, material **Steel** Test pressure **540 lb** Date of Test **20.1.30**

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 ☒ **932/11**
 Is this machinery duplicate of a previous case ☒ **Yes.** **(But not supplemented)** **5.8 "OFFINGTON COURT"**
 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) **The Engines and Boilers of this Vessel have been built under Special Survey, and the Materials and Workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results.**
The Machinery of this Vessel is now in a good and efficient condition, and eligible in my opinion to have the Notation L.M.C. 2.30 marked in red in the Society's Register Book.

It is submitted that
 this vessel is eligible for
 THE RECORD. **+ LMC 2.30. CL.**

J. B. 12/2/30.

The amount of Entry Fee ... £ 5 : 0 :
 Special ... £ 90 : 11 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, **4 FEB. 1930**
 When received, **11.2.30**

Matthew Caldwell.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 14 FEB. 1930**

Assigned

+ LMC 2.30 CL

CERTIFICATE WRITTEN



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