

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 10 When handed in at Local Office 7th Nov 1928 Port of Newcastle on Tyne Received at London Office 13 NOV 1928
 No. in Survey held at Newcastle Date, First Survey 9th Aug. 1928 Last Survey 1st Nov 1928
 Reg. Book. 92278 on the Steel S.S. "TILSINGTON COURT" (Number of Visits 15)
 Built at Newcastle By whom built Armstrong Whitworth & Co. Ltd Yard No. 1040 Tons { Gross 6877 Net 4335 }
 Engines made at Greenock By whom made J. G. Muirhead & Co. Ltd Engine No. 652 When built 1918
 Boilers made at do By whom made do Boiler No. 652 when made 1918
 Registered Horse Power _____ Owners United British S.S. Co. Ltd Port belonging to _____
 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 Foreign

ENGINES, &c.—Description of Engines Simple (See Greenock Report 18964) Revs. per minute _____
 Dia. of Cylinders 27-45-75 Length of Stroke 51 No. of Cylinders _____ No. of Cranks _____
 Crank shaft, dia. of journals _____ as per Rule _____ as fitted _____ Crank pin dia. _____ Crank webs _____ Mid. length breadth _____ 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 _____
 Propeller, dia. _____ Pitch _____ No. of Blades _____ Material _____ whether Movable _____ 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 driven _____ } Pumps connected to the { No. and size _____ How driven _____ } Main Bilge Line
 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 _____
 Bilge Pumps;—In Engine and Boiler Room 4 @ 3 1/2" 3" in tunnel Suctions, connected to both Main Bilge Pumps and Auxiliary _____
 In Holds, &c. 3 1/2" wing suction in each hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size 8 one Independent Power Pump Direct Suctions to the Engine Room Bilges, 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 Bilge suction to forward holds How are they protected Carried through tankers under close fitting
 What pipes pass through the deep tanks Nil Have they been tested as per Rule Yes
 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 2nd platform

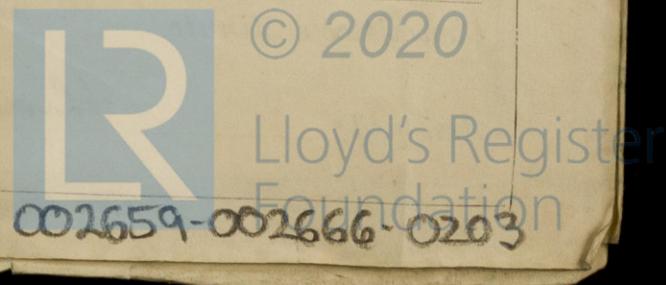
MAIN BOILERS, &c.—(Letter for record Y) Total Heating Surface of Boilers 8601
 Is Forced Draft fitted Yes No. and Description of Boilers 3 Simple ended Working Pressure 180 lbs sq
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Greenock Rpt.
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? _____

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 with Tilsington Oil fuel Burning Piping Arrangements _____

SPARE GEAR. State the articles supplied:— Propeller shaft
2 Each bolts & nuts for top & bottom ends & main bearings, set of 6 Coupling bolts.
rings & springs for all pistons, valves etc for all pumps. Cylinder escape valves
bolts, nuts, studs etc for all parts

The foregoing is a correct description,

Manufacturer.



Dates of Survey while building: *1928 Aug. 9. Sep. 13. 19. 20. 21. Oct. 8. 11. 15. 17. 18. 19. 23. 25. 26. Nov. 1.*
 During progress of work in shops - - -
 Total No. of visits *15.*

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 *Fitted 21.9.28 + hole under water bit* Engine and boiler seatings *13.9.28* Engines holding down bolts *19.10.28.*
 Completion of fitting sea connections *13.9.28*
 Completion of pumping arrangements *18.10.28.* Boilers fixed *11.10.28* Engines tried under steam *25.10.28.*
 Main boiler safety valves adjusted *25.10.28.* Thickness of adjusting washers *P.V. 13/32 SV 5/16 C. Boiler PV 11/32 SV 3/8 S. Boiler PV 11/32 SV 9/32*
 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 *Y.D. Copper 5" x 4 1/2"* Test pressure *360 lbs* Date of Test *15.10.28*
 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 *Yes* If so, state name of vessel *Leamington Court*

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery (Greenock Report 18964) installed on board + tested under steam. In our opinion the vessel is eligible for record of + LMC 11.

It is submitted that this vessel is eligible for THE RECORD. + LMC 11-28 CL. F.O.
J.A.
13/11/28.
W.D.

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

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

Committee's Minute **FRI. 16 NOV 1928**
 Assigned *thine 11. 28*
J.D. CL
 CERTIFICATE WRITTEN

