

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

13 NOV 1928

Received at London Office

Writing Report 19.9.28 When handed in at Local Office 28<sup>th</sup> Sept. 1928 Port of Greenock  
 Survey held at Greenock Date, First Survey 12<sup>th</sup> March 1928 Last Survey 24<sup>th</sup> September 1928  
 Book. S/S "Libington Court" (Number of Visits 52)  
 on the Greenock  
 at Newcastle By whom built Armstrong Whitworth & Co. Ltd. Yard No. 1040  
 Engines made at Greenock By whom made John & Kincaid & Co. Ltd. Engine No. 652 when made 1928  
 Boilers made at ditto By whom made ditto Boiler No. 652 when made 1928  
 Indicated Horse Power 544 Owners Forugu Port belonging to Greenock  
 Horse Power as per Rule 544 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No  
 For which Vessel is intended Forugu

0.28. INES, & Co.—Description of Engines Triple Expansion Revs. per minute  
 of Cylinders 24. 45. 45. Length of Stroke 51" No. of Cylinders 3 No. of Cranks 3  
 as per Rule 14.196 Crank pin dia. 14 1/2" Crank webs Mid. length breadth 9 1/16  
 as fitted 14 1/2" Mid. length thickness 6 3/8" 5/16  
 Intermediate Shafts, diameter as per Rule 13.5 Thrust shaft, diameter at collars as per Rule 14.196  
 as fitted 13 3/4" as fitted 14 1/2"  
 Main Shafts, diameter as per Rule 15.1 Is the hub shaft fitted with a continuous liner Yes  
 as fitted 15 5/8" as fitted 15 5/8"  
 15.10.28 Size Liners, thickness in way of bushes as per Rule 13.16 Thickness between bushes as per Rule 21.32  
 as fitted 13 1/16" as fitted 21 3/32" Is the after end of the liner made watertight in the  
 after 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 no 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 Length of Bearing in Stern Bush next to and supporting propeller 62 1/2"  
 Propeller, dia. 19' 0" Pitch 14' 3" No. of Blades 4 Material CS whether Moveable No Total Developed Surface 109 sq. feet  
 Main 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  
 Auxiliary 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  
 Pumps connected to the Main Bilge Line { No. and size 10 + 12 + 12  
 How driven Steam How driven Steam  
 Main Pumps, No. and size 1 - 10 + 12 + 12 Lubricating Oil Pumps, including Spare Pump, No. and size  
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Pumps;—In Engine and Boiler Room  
 Folds, &c.

In Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 8" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 and size 1 - 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 Yes  
 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 Yes  
 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  
 Are all Pipes pass through the bunkers Yes How are they protected Yes  
 Are all pipes pass through the deep tanks Yes 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 Yes

IN BOILERS, &c.—(Letter for record R) Total Heating Surface of Boilers 8601.  
 Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended 358 Working Pressure 180  
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? No  
 Are approved plans forwarded herewith for Shafting Forwarded with Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes  
 (If not state date of approval) 24.9.1928  
 Are approved plans forwarded herewith for General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes  
 ARE GEAR. State the articles supplied:—

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

W. Carter  
 DIRECTOR

Manufacturer.



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Lloyd's Register

002659-002666-0205



Dates of Survey while building  
 During progress of work in shops - - (1928) Mar. 12-22 April 2-10-19-24 May 4-8-14-16-18-23-25-30-31 June 1-4-11-14-19-21-22-25-26 July 10-14-19-21-24 Aug. 1-3-6-8-10  
 During erection on board vessel - - -  
 Total No. of visits 52

Dates of Examination of principal parts—Cylinders 30. 8. 28 Slides 12. 9. 28 Covers 30-8-28  
 Pistons 17. -8-28 Piston Rods 17. -8-28 Connecting rods 23-8-28  
 Crank shaft 22. 8-28 Thrust shaft 19. 9. 28 Intermediate shafts 24. 9. 28  
 Tube shaft 24. 8-28 Screw shaft 11. 8-28 Propeller 24. 7. 28  
 Stern tube 1. 9. 28 Engine and boiler seatings ✓ Engines holding down bolts  
 Completion of fitting sea connections ✓  
 Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓  
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓  
 Crank shaft material \$ Identification Mark LR 652 Thrust shaft material \$ Identification Mark 4545 WGM LR  
 Intermediate shafts, material \$ Identification Marks 4539 2584 450 WGM Tube shaft, material ✓ Identification Mark  
 Screw shaft, material \$ Identification Mark LR 4367 D 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 yes If so, state name of vessel S/S "Stunnington Court" 24.8.1899

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 at which port they will be fitted on board. The machinery is eligible in my opinion to have the record of LMC with date, when fitted on board & tried under steam.

Certificate to be sent to GREENOCK

The amount of Entry Fee ... £ 6 :  
 Special ... 4/5 £ 82 : 19 :  
 Newcastle Fee 1/5 £ 20 : 15 :  
 Travelling Expenses (if any) £ : :  
 When applied for, 28<sup>th</sup> SEPT. 1928  
 When received, 3. 10. 28

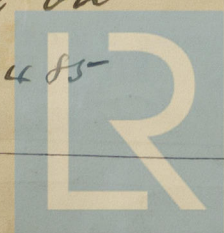
J. Gordon-Mitchell  
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 16 NOV 1928

Committee's Minute GLASGOW 2 OCT 1928

Assigned Defered

See minute on Merc Rpt 83485



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 Lloyd's Register  
 Foundation

Rpt. 5a.  
 Date of writing Report  
 No. in Reg. Book.  
 on the  
 Master  
 Engines made at  
 Boilers made at  
 Nominal Horse Power  
 MULTITUBULAR  
 Manufacturers of  
 Total Heating Surface  
 No. and Description  
 Tested by hydraulic  
 Area of Firegrate  
 Area of each set of  
 In case of donkey boiler  
 Smallest distance between  
 Smallest distance between  
 Largest internal diameter  
 Thickness 1 9  
 long, seams T R  
 Percentage of strength  
 Percentage of strength  
 Thickness of butt straps  
 Material  
 Length of plain part  
 Dimensions of stiffeners  
 End plates in steam  
 How are stays secured  
 Tube plates: Material  
 Mean pitch of stay  
 Girders to combustion  
 at centre 10 + 3  
 in each 3 at  
 Tensile strength  
 Pitch of stays to ditto  
 Working pressure by  
 Thickness 15/16  
 Pitch of stays at water  
 Working Pressure  
 Diameter { At body of stay  
 or  
 Over threads  
 Working pressure by  
 Diameter { At turned off  
 or  
 Over threads