

REPORT ON MACHINERY

No. 32009
FRI. JUL. 30 1920

Received at London Office

Date of writing Report

19

When handed in at Local Office

29.7.20 Port of

Hull

Date in Survey held at
Reg. Book.

Goole

Date, First Survey

30/4/20

Last Survey

21st July 1920

(Number of Visits 10)

on the S.S. "MAXTON" EX "KILGOBNET"

Master

Built at Middlesbrough

By whom built Smiths D.D. & Co. Ltd.

Tons { Gross 659.98
Net 297.30
When built 1918.

Engines made at

Middlesbrough

By whom made

Smiths D.D. & Co. Ltd.

when made

1918

Milers made at

By whom made

when made

1918

Registered Horse Power

Owners

Wilson & Burlinson

Port belonging to

Hull

Horse Power as per Section 28

116.

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

no.

ENGINES, &c.—Description of Engines

Triple expansion

No. of Cylinders

3

No. of Cranks

3

No. of Cylinders

16. 26. 44

Length of Stroke

26

Revs. per minute

Dia. of Screw shaft

as per rule 8.5

Material of

the screw shaft fitted with a continuous liner the whole length of the stern tube

stated to be continuous

Is the after end of the liner made water tight

the propeller boss

yes

If the liner is in more than one length are the joints burned

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

bearings are fitted, is the shaft lapped or protected between the liners

Length of stern bush

Dia. of Tunnel shaft

as per rule 7.95

Dia. of Crank shaft journals

as per rule 8.35

Dia. of Crank pin

8 3/4

Size of Crank webs

5 1/2 x 15 3/4

Dia. of thrust shaft under

Milers

8 1/2

Dia. of screw

9-6

Pitch of Screw

8-6

No. of Blades

4

State whether moveable

no

Total surface

36 sq ft

No. of Feed pumps

2

Diameter of ditto

7"

Stroke

18"

Can one be overhauled while the other is at work

yes

No. of Bilge pumps

one

Diameter of ditto

6"

Stroke

6"

Can one be overhauled while the other is at work

yes

No. of Donkey Engines

1 + 1

Sizes of Pumps

6 x 6 x 6

duplex

No. and size of Suctions connected to both

Bilge and Donkey pumps

ejectors

Engine Room

2-2 1/2

one port one starboard

In Holds, &c.

2 1/2

from fore peak, no hold,

no 2 hold, stokehold, & shaft tunnel.

no

No. of Bilge Injections

one

sizes

6"

Connected to condenser, or to circulating pump

pump

Is a separate Donkey Suction fitted in Engine room & size

yes, 2 1/2"

Are all the bilge suction pipes fitted with roses

yes

Are the roses in Engine room always accessible

yes

Are the sluices on Engine room bulkheads always accessible

yes

Are all connections with the sea direct on the skin of the ship

yes

Are they 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 Discharge Pipes 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

That pipes are carried through the bunkers

forward suction

How are they protected

wood casing.

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

yes

Are the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges

yes

Is the Screw Shaft Tunnel watertight

yes

Is it fitted with a watertight door

yes

worked from

bolted to bulkhead.

MILERS, &c.—(Letter for record

S)

Manufacturers of Steel

Total Heating Surface of Boilers

1832 sq ft

Is Forced Draft fitted

no

No. and Description of Boilers

one single ended

Working Pressure

200 lb.

Tested by hydraulic pressure to

Date of test

No. of Certificate

Can each boiler be worked separately

yes

Area of fire grate in each boiler

51.5 sq ft

No. and Description of Safety Valves to

each boiler

2 spring loaded

Area of each valve

5.9 sq ft

Pressure to which they are adjusted

not adjusted

Smallest distance between boilers or uptakes and bunkers or woodwork

18"

Mean dia. of boilers

156"

Length

11-6

Material of shell plates

Steel

Thickness

1 1/4"

Range of tensile strength

Are the shell plates welded or flanged

no

Descrip. of riveting: cir. seams

DR.

No. of rivets

TRDBS

Diameter of rivet holes in long. seams

1 1/4"

Pitch of rivets

9 5/16"

Lap of plates or width of butt straps

19"

Percentage of strength of longitudinal joint

rivets 83.8

plate 86.5

Working pressure of shell by rules

198 lb

Size of manhole in shell

16 x 12

Size of compensating ring

1 1/4 x 9

No. and Description of Furnaces in each boiler

3

Deighton

Material

Steel

Outside diameter

41 7/8"

Length of plain part

top

Thickness of plates

crown 9/16

Description of longitudinal joint

welded

No. of strengthening rings

yes

Working pressure of furnace by the rules

212

Combustion chamber plates: Material

Steel

Thickness: Sides

11/16"

Back

11/16"

Top

11/16"

Bottom

1"

Pitch of stays to ditto: Sides

9 x 8 3/4"

Back

8 3/4 x 8 1/2"

Top

8 1/2 x 9"

If stays are fitted with nuts or riveted heads

nuts

Working pressure by rules

209

Material of stays

Steel

Area at smallest part

2.40

Area supported by each stay

94 sq ft

Working pressure by rules

230

End plates in steam space:

Material

Steel

Thickness

1 3/16"

Pitch of stays

17 1/2 x 17 1/2"

How are stays secured

D.N.W.

Working pressure by rules

218

Material of stays

Steel

Area at smallest part

6.80

Area supported by each stay

306

Working pressure by rules

207

Material of Front plates at bottom

Steel

Thickness

1"

Material of Lower back plate

Steel

Thickness

1"

Greatest pitch of stays

14 1/2 x 8 3/4"

Working pressure of plate by rules

240

Diameter of tubes

2 1/2"

Pitch of tubes

3 1/16 x 3 3/4"

Material of tube plates

S.

Thickness: Front

1"

Back

13/16"

Mean pitch of stays

8 3/8"

Pitch across wide water spaces

13 1/4"

Working pressures by rules

204

Girders to Chamber tops: Material

S

Depth and

Thickness of girder at centre

8 x 1 3/4"

Length as per rule

31 1/4"

Distance apart

8 1/2"

Working pressure by rules

202

Steam dome: description of joint to shell

yes

% of strength of joint

yes

Diameter

yes

Thickness of shell plates

yes

Material

yes

Description of longitudinal joint

yes

Diam. of rivet holes

yes

Pitch of rivets

yes

Working pressure of shell by rules

yes

Crown plates

yes

Thickness

yes

How stayed

yes

SUPERHEATER. Type

yes

Date of Approval of Plan

yes

Tested by Hydraulic Pressure to

yes

Date of Test

yes

Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler

yes

Pressure to which each is adjusted

IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

✓

SPARE GEAR. State the articles supplied:— Two top end bolts & nuts; two bottom end bolts & nuts; two main bearing bolts & nuts, one set coupling bolts & nuts. 1 set of feed & bilge pump valves; one main & one donkey check valve, one pair main bearing brasses; 1 pair each top & bottom end brasses, 1 safety valve spring; a quantity of assorted bolts & nuts, & iron of various sizes.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }
{ During erection on board vessel - - - }
Total No. of visits

1920: Apr 30 to July 31st

10.

Is the approved plan of main boiler forwarded herewith

no

" " " donkey " " " ✓

Dates of Examination of principal parts—Cylinders 2-5-20 Slides 2-5-20 Covers 2-5-20 Pistons 2-5-20 Rods 2-5-20

Connecting rods 2-5-20 Crank shaft 2-5-20 Thrust shaft 2-5-20 Tunnel shafts 2-5-20 Screw shaft ✓ Propeller 2-7-20

Stern tube ✓ Steam pipes tested 16-7-20 Engine and boiler seatings 26-5-20 Engines holding down bolts ✓

Completion of pumping arrangements 19-7-20 Boilers fixed ✓ Engines tried under steam 19-7-20

Completion of fitting sea connections ✓ Stern tube ✓ Screw shaft and propeller ✓

Main boiler safety valves adjusted not adjusted Thickness of adjusting washers 7

Material of Crank shaft Identification Mark on Do. 3985AH Material of Thrust shaft Identification Mark on Do. 3985

Material of Tunnel shafts Identification Marks on Do. 3985AH Material of Screw shafts Identification Marks on Do. 3985

Material of Steam Pipes S.D. Steel. Test pressure 600 lbs per sq in

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 Section 49 of the Rules been complied with ✓

Is this machinery duplicate of a previous case yes If so, state name of vessel "Kil" class.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been opened out & examined on board the vessel, & was found to be in accordance with the Rules of this Society, & in all respects similar to the machinery of "Kil" class vessels built in this district under this Society's inspection. The materials & workmanship are good. The main steam pipes have been tested as required by hydraulic pressure. The machinery is properly fitted & secured on board, & has been tested under full power & found satisfactory.

In my opinion the vessel will be eligible for the record LMC 7.20 when safety valves have been adjusted.

It was stated that this would be done on the vessel's arrival at Newcastle

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

P. Fitzgerald

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. AUG. 31 1920

TUE. SEP. 14 1920

Assigned

LMC 7.20

FRI. NOV. 12 1920

FRI. JAN. 27 1921

FRI. AUG. 19 1921

TUE. AUG. 23 1921

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