

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 15 JUN 1928

Date of writing Report 19 When handed in at Local Office 14 JUNE 1928 Port of *Liverpool*

No. in Survey held at *Liverpool* Date, First Survey 6 Dec '27 Last Survey 13 June 1928  
Reg. Book. on the *S. S. "KIRKPOOL"* (Number of Visits 49)

Built at *Liverpool* By whom built *Lie James Caird & Co. Ltd.* Yard No. 699 Tons { Gross 4840  
Net 3012.  
When built 1928

Engines made at *Do* By whom made *George Black Ltd.* Engine No. 1158 when made 1928

Boilers made at *Do* By whom made *Do* Boiler No. 1158 when made 1928

Registered Horse Power Owners *The Robner Shipping Co. Ltd.* Port belonging to *W. Gantthorpe*

Nom. Horse Power as per Rule 491. Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*

Trade for which Vessel is intended *General.*

ENGINES, &c.—Description of Engines *Triple expansion.* Revs. per minute 65.

Dia. of Cylinders 26"-43"-71" Length of Stroke 148" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.535" as fitted 14" Crank pin dia. 14" Crank webs Mid. length breadth 20" Thickness parallel to axis 8½" shrunk  
Mid. length thickness 8½" Thickness around eye-hole 6"

Intermediate Shafts, diameter as per Rule 12.89" as fitted 13½"

Thrust shaft, diameter at collars as per Rule 13.535" as fitted 14"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 14.369" as fitted 15" Is the { tube } shaft fitted with a continuous liner { *Yes* }

Bronze Liners, thickness in way of bushes as per Rule 23.6/32" as fitted 3/4" Thickness between bushes as per Rule as fitted 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 *—*

Propeller, dia. 17'-9" Pitch 16'-9" No. of Blades 4 Material *CAST IRON BASE BRONZE BLADES* whether Moveable *Yes* Total Developed Surface 104 sq. feet

Feed Pumps worked from the Main Engines, No. *None* Diameter *—* Stroke *—* Can one be overhauled while the other is at work *—*

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4½" Stroke 27" Can one be overhauled while the other is at work *Yes*

Feed Pumps { No. and size 1 Pair *WIND* 9½" x 7" x 21" 1 *GENERAL* 7½" x 5" x 6" Pumps connected to the { No. and size ONE, 9" x 10" x 10" }  
How driven *STEAM.* *STEAM.* Main Bilge Line How driven *STEAM.*

Ballast Pumps, No. and size ONE, 9" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size *NONE.*

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 *Four @ 3" & 1 @ 2½" TUNNEL WELL.*

In Holds, &c. *Fore Hold 2 @ 3" Main Hold 2 @ 3½" After main 2 @ 2¾" After 2 @ 3½"*

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6½" 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 *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.* which *are* *discharge below.*

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 *Below.*

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 *None* How are they protected *—*

What pipes pass through the deep tanks *None* 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 *by Remote Control*

MAIN BOILERS, &c.—(Letter for record 5.) Total Heating Surface of Boilers 7308 ft<sup>2</sup>

Is Forced Draft fitted *Yes* No. and Description of Boilers 3. S. E. *Imult.* 338 Working Pressure 180 lbs.

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 *Yes* Oil fuel Burning Piping Arrangements *—*

SPARE GEAR. State the articles supplied:— 2 Connecting rod top end, 2 connecting rod bottom end bolts & nuts, 2 main bearing bolts, 1 set coupling bolts, 1 set of feed & bilge pump valves, 2 quantities of assorted bolts & nuts, 2 inch of various sizes, 2 C.I. propeller blades, 1 propeller shaft, 1 set of 4 HP piston, 2 air pump valves, 2 main & 2 aux feed check valves, 3 condenser tubes, 10 boiler tubes, 1 safety valve spring.

The foregoing is a correct description,

FOR GEORGE CLARK LIMITED.

*W. G. M. M. C.*

Manufacturer.



© 2020

Lloyd's Register  
Foundation



During progress of work in shops - - 1927. Dec. 6, 13. 1928. Jan. 10, 11, 13, 16. Feb. 3, 4, 8, 10, 15, 20, 23, 28. Mar. 1, 2, 5, 6, 8, 14, 15.  
 During erection on board vessel - - 23, 28. Apr. 3, 4, 5, 11, 13, 18, 25, 27. May 2, 3, 4, 11, 14, 16, 17, 22, 23, 31. June 4, 6, 7, 8, 11, 13.  
 Total No. of visits 49

Dates of Examination of principal parts—Cylinders 28/3/28. Slides 3/4/28. Covers 1/3/28.  
 Pistons 20/3/28. Piston Rods 20/3/28. Connecting rods 5/3/28.  
 Crank shaft 28/2/28. Thrust shaft 28/2/28. Intermediate shafts 28/2/28.  
 Tube shaft 28/2/28. Screw shaft 28/2/28. Propeller 13/4/28.  
 Stern tube 31/5/28. Engine and boiler seatings 11/5/28. Engines holding down bolts 6/6/28.  
 Completion of fitting sea connections 3/5/28.  
 Completion of pumping arrangements 7/6/28. Boilers fixed 14/5/28. Engines tried under steam 7/6/28.  
 Main boiler safety valves adjusted 7/6/28. Thickness of adjusting washers PORT 5 1/2" CENTRE 5 1/2" STBD 5 1/2".  
 Crank shaft material I. STEEL Identification Mark 300PK Thrust shaft material I. STEEL Identification Mark 1038  
 Intermediate shafts, material I. STEEL Identification Marks 355, 321. Tube shaft, material I. STEEL Identification Mark 2837.  
 Screw shaft, material S. IRON Identification Mark 57014R. Steam Pipes, material L.W. STEEL Test pressure 540. Date of Test 17/5/28.  
 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 No. If so, state name of vessel -

**General Remarks** (State quality of workmanship, opinions as to class, &c.) The engines & boilers of this vessel have been built under Special Survey & the material & workmanship are good & efficient. On completion the machinery was tried under full working conditions with satisfactory results.

The machinery throughout is now in a good & efficient condition & eligible in my opinion to have the notation **L MC-6-28** marked in Red. The Society's Register Book also **FD & C.L.**

It is submitted that this vessel is eligible for **THE RECORD. + LMC 6-28 F.D. C.L.**

S.A. 18/6/28.  
 P.J.

The amount of Entry Fee ... £ 5 : :  
 Special ... £ 98 : 13 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 11 JUNE 1928  
 When received, 16.6.28

G. Robertson  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 22 JUN 1928  
 Assigned Thuc 6. 28  
 J.D. CL.  
 CERTIFICATE WRITTEN