

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 85288

ing Report 19 When handed in at Local Office 4/21 1930 Port of Newcastle-on-Tyne
 Survey held at Wallsend-on-Tyne Date, First Survey 4th Nov 1929 Last Survey Feb 3rd 1930
 on the New Steel S.S. Kirkwood (Number of Visits 29)
 Lebburn By whom built Hawthorne Leslie & Co Ltd Yard No. 570 Tons Gross 2780
 made at Wallsend By whom made North Eastern Marine & Co Ltd Engine No. 2438 Net 1579
 made at Wallsend. By whom made North Eastern Marine & Co Ltd Boiler No. 2438 When built 1930
 Horse Power 219 Owners Port belonging to
 se Power as per Rule Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 which Vessel is intended Ocean Going Collier.

ES, &c.—Description of Engines Triple expansion
 Cylinders 19 1/2 x 33 x 54 Length of Stroke 39 No. of Cylinders 3 Revs. per minute 60
 dia. of journals as per Rule 10 1/4 Crank pin dia. 11 1/4 No. of Cranks 3
 as fitted 11 1/2 Crank webs Mid. length breadth 1 1/2 Thickness parallel to axis 6 1/2
 as per Rule 10 1/2 Mid. length thickness 6 1/2 Thickness around eye-hole 5 1/2
 as fitted none Thrust shaft, diameter at collars as per Rule 10 1/4
 as fitted 11 1/2
 as per Rule 12 3/4 Is the shaft fitted with a continuous liner yes
 as fitted 12 3/4
 as per Rule 16 Thickness between bushes as per Rule 1 1/2
 as fitted 1 1/2 Is the after end of the liner made watertight in the
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of 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
 are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
 tube shaft Length of Bearing in Stern Bush next to and supporting propeller 4'-10 1/2
 dia. 15'-4" Pitch 16'-6" No. of Blades 4 Material Cast Iron whether Moveable no Total Developed Surface 45 sq. feet
 ps worked from the Main Engines, No. 2 Diameter 3 1/4 Stroke 1'-10" Can one be overhauled while the other is at work yes
 ps worked from the Main Engines, No. 2 Diameter 3 1/4 Stroke 1'-10" Can one be overhauled while the other is at work yes
 No. and size 1 @ 8 1/2 x 6 x 12 Pumps connected to the Main Bilge Line No. and size 1 @ 10 1/2 x 13 x 24
 How driven Steam How driven Steam
 Pumps, No. and size 1 @ 10 1/2 x 13 x 24 Lubricating Oil Pumps, including Spare Pump, No. and size none
 dependent means arranged for circulating water through the Oil Cooler
 ps;—In Engine and Boiler Room Suctions, connected to both Main Bilge Pumps and Auxiliary
 No. 1. 2 @ 3" dia. No. 2 @ 3" dia. No. 3 + 4 - 2 @ 3" dia.

ter Circulating Pump Direct Bilge Suctions, No. and size 1 @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 1 @ 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes
 ge 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
 a Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Both
 ed 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
 ch 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
 pass through the bunkers Bilge Suctions How are they protected Limbers
 pass through the deep tanks No. 1 Bilge suction Have they been tested as per Rule yes
 es, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 gement 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
 t to another yes Is the Shaft Tunnel watertight none Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 3500
 Draft fitted no No. and Description of Boilers Two single ended Working Pressure 200 lbs

REPORT ON MAIN BOILERS NOW FORWARDED? yes.

DONKEY BOILER FITTED? no

If so, is a report now forwarded? yes

S. Are approved plans forwarded herewith for Shafting Main Boilers yes Auxiliary Boilers Donkey Boilers
 (If not state date of approval)

General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

GEAR. State the articles supplied: Two each bolts + nuts for top + bottom ends +
 bearings 1 set coupling bolts + nuts 2 feed pp valves. 2 bilge pp valves.
 6 junk pp bolts + nuts 1 safety valve spring. 1 set
 of valves, 1 main + 1 ad. Check valve lid Quantity of assorted
 nuts + iron.

The foregoing is a correct description,

THE NORTH EASTERN MARINE ENGINEERING CO., LTD.

Manufacturer.



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Lloyd's Register
Foundation

W593-0134

Rpt. 5
Date of survey
No. in Reg. Book
Master
Engines
Boilers
Nominal
MUL
Manufa
Total H
No. and
Tested
Area o
Area o
In case
Smaller
Smaller
Larger
Thickn
long. se
Percen
Percen
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Length
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How
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1929
Nov. 4. 11. 13. 21. 22. 29. Dec. 2. 3. 5. 11. 12. 16. 17. 18. 19. 20. 23. 24. 30. 31. 1930
Jan. 6. 8. 9. 13.
During progress of work in shops - - 16. 22. 24. 31. Feb. 3.
Dates of Survey while building During erection on board vessel - - -
Total No. of visits 29.

Dates of Examination of principal parts—Cylinders 18-12-29 Slides 3-12-29 Covers 16-12-29
Pistons 16-12-29 Piston Rods 19-12-29 Connecting rods 19-12-29
Crank shaft 18-12-29 Thrust shaft 29-12-29 Intermediate shafts none
Tube shaft ✓ Screw shaft 19-12-29 Propeller 24-12-29
Stern tube 5-12-29 Engine and boiler seatings 11-12-29 Engines holding down bolts 22-1-30
Completion of fitting sea connections 11-12-29
Completion of pumping arrangements 31-1-30 Boilers fixed 22-1-30 Engines tried under steam 24-1-30
Main boiler safety valves adjusted 24-1-30 Thickness of adjusting washers P.B. F 3/8 A 3/8, Sta B. F 3/8 A 3/8
Crank shaft material O.H. steel Identification Mark 2738 W.B. Thrust shaft material O.H. steel Identification Mark 2695 W.B.
Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material O.H. steel Identification Mark 2695 W.B. Steam Pipes, material S.D. steel Test pressure 600 lbs Date of Test 22-1-30
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.)
This Machinery has been built under Special Survey. Materials & workmanship good. Hydraulic tests satisfactory. The whole of the machinery has been efficiently installed & fixed in the hold & tried under steam & is in good & safe working condition & eligible in my opinion to be classed & have records
✠ L.M.C. 2-30. Scil Shaft C.L. in the Register Books.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 2-30 cl.

W. 10/2/30

William Butler
Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 4 : 0 : 0
Special ... £ 54 : 15 : 0
Donkey Boiler Fee ... £ ✓ :
Travelling Expenses (if any) £ ✓ :
When applied for, 21 JAN 1930
When received, 11-2-30

Committee's Minute TUE 11 FEB 1930
Assigned + L.M.C. 2.30
C.L.

Certificate to be sent to New York-on-Tyne
The Surveyors are requested not to write on or below the space for Committee's Minute.