

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 JAN 1921.

Date of writing Report 1919 When handed in at Local Office 24/1/1927 Port of Newcastle-on-Tyne
 No. in Survey held at Wallsend Date, First Survey 6 March 1923 Last Survey 18 Jan 1927
 Reg. Book. on the New Steel S.S. Kenton (Number of Visits 55)
 Built at Newcastle By whom built Type Iron Shipbuilding Co. Ltd. Yard No. 226 Tons } Gross
 Engines made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Engine No. 2546 when made 1924 } Net
 Boilers made at Newcastle By whom made North Eastern Marine Eng. Co. Ltd. Boiler No. 2546 when made 1921
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 357 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines *Inverted Triple Expansion*
 Dia. of Cylinders 25.41.68 Length of Stroke 45 Revs. per minute 40 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.03 as fitted 13.4 Dia. of Crank pin 13.4 Crank webs Mid. length breadth 20 3/4 Thickness parallel to axis 8 3/4
 Diameter of Thrust shaft under collars as per rule 12.03 as fitted 13.4 Diameter of Tunnel shaft as per rule 12.41 as fitted 12.58 Diameter of Screw shaft as per rule 13.94 as fitted 14 Is the Screw shaft fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated No Length of Stern Bush 60 Diameter of Propeller 17.0
 Pitch of Propeller 18.0 No. of Blades 4 State whether Moveable No Total Surface 90 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/2 Stroke 24 Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4 Stroke 24 Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps Two—Feed 7 1/2 x 5 x 6 Ballast 8 x 10 x 10
 No. and size of Pumps connected to the Main Bilge Line Two main Engine Rams & Ballast pump
 No. and size of Ballast Pumps One 8 x 10 x 10 No. and size of Lubricating Oil Pumps, including Spare Pump none
 Are two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4—2 1/2 and in Holds, &c. Fore Hold 2—2 3/4 In main Hold 2—3 After main Hold 2—2 3/4 After Hold 2—2 3/4 Tunnel well 1—2 1/4
 No. and size of Main Water Circulating Pump Bilge Suctions One 8 No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges One 4 1/4 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 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
 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 are carried through the bunkers. none How are they protected 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 Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from top platform

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 5780 sq ft
 For ced Draft fitted No. No. and Description of Boilers 2 S.E. Cyl. Multi Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 PLANS. Are approved plans forwarded herewith for Shafting No Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 General Pumping Arrangements with hull report. Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—
 1 cast iron propeller, 2 Bottom end Bolts & nuts, 2 Top end bolts & nuts, 2 main bearing Bolts & nuts
 6 Coupling Bolts & nuts, 1/2 set of Couch Springs for Water Rings, 2 Feed Pump valves,
 2 Bilge pump valves, 1 set of valves for feed & ballast pumps, quantity of assorted bolts
 nuts & iron.

The foregoing is a correct description
 FOR THE NORTH EASTERN MARINE ENGINEERING CO. LD.

G.R. Stephenson
 Commercial Manager

Manufacturer.



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 Lloyd's Register
 Foundation

If not, state whether, and when, one will be sent

7500-965M

1923
 Mar. 6. 16. July 12. 27. Aug. 14. 16. Nov. 20. 30. Dec. 7. 1924
 Feb. 21. 27. Mar. 14. 19. Apr. 3. 11. 15. 24. May 9. 15. 21.
 1925
 23. June 11. 16. 17. 19. July 8. Sept. 3. 12. 17. Oct. 7. 23. 27. Nov. 19. Dec. 17. Mar. 9. 20. Apr. 17. May 14.
 1926
 Nov. 16. 17. 18. 19. Dec. 2. 3. 7. 9. 13. 14. 16. 17. 22. 30. 1927
 Jan. 11. 18.
 Dates of Survey while building: During progress of work in shops ---
 During erection on board vessel ---
 Total No. of visits 55.

Dates of Examination of principal parts - Cylinders 21-5-24 Slides 21-5-24
 Covers 19-3-24 Pistons 19-3-24 Rods 9-5-24
 Connecting rods 24-11-24 Crank shaft 11-12-23 Thrust shaft 16-5-23
 Tunnel shafts 14-8-23 Screw shaft 15-5-24 Propeller 24-2-24
 Stern tube 24-2-24 Engine and boiler seatings 14-11-26 Engines holding down bolts 14-12-26
 Completion of pumping arrangements 16-12-26 Boilers fixed 13-12-26 Engines tried under steam 11-1-24
 Completion of fitting sea connections 14-11-26 Stern tube 14-11-26 Screw shaft and propeller 14-11-26.
 Main boiler safety valves adjusted 11-1-24 Thickness of adjusting washers P.B. both 1/2" Sta B.P. 9/16, 5/8"
 Material of Crank shaft Light Steel Identification Mark on Do. 6601 RLA
 Material of Thrust shaft Light Steel Identification Mark on Do. 6601 RLA
 Material of Tunnel shafts Light Steel Identification Marks on Do. 6601 RLA
 Material of Screw shafts Light Steel Identification Marks on Do. 6601 RLA
 Material of Steam Pipes Steel Test pressure 540 lbs Date of Test 23-5-24 to 13-12-26
 Is an installation fitted for burning oil fuel ho 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 ho If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) The Machinery of this vessel has been built under Special Survey. Materials & Workmanship good Hydraulic tests satisfactory. It has been efficiently installed & fixed in the vessel and tried under steam and is in good safe working condition and eligible in my opinion to be classed & have records L.M.C. 1-24. Tail shaft Continuous Lines. Electric Light.

It is submitted that this vessel is eligible for THE RECORD. + LMC 1. 27. CL.

J.W.D.
 31/1/27
 P.P.S.

William Dutcher Rees Ames
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 5 : 0 : 0
 Special ... £ 48 : 11 : 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 24 JAN 1927
 When received, 12/2/27

Committee's Minute FRI, 4 FEB 1927
 Assigned + L.M.C. 1:24
 C.L.

NEWCASTLE-ON-TYNE