

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 20 JAN 1921.

Date of writing Report

19

When handed in at Local Office

24/1/19

27 Port of

Newcastle-on-Tyne

No. in Survey held at
Reg. Book.

Wallsend

Date, First Survey 6 March 1923 Last Survey 18 Jan 1927

(Number of Visits 55)

on the

New Steel S.S. Kenton

Tons

Gross

Net

Built at Newcastle

By whom built Type Iron Shipbuilding Co. Ltd.

Yard No. 226

When built

1924

Engines made at Newcastle

By whom made North Eastern Marine Eng. Co. Ltd.

Engine No. 2546

when made

1921

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 13.03 as fitted 13.4 Diameter of Tunnel shaft as per rule 12.41 as fitted 12.5 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 1/4 Aft main Hold 2-3

After main Hold 2-2 1/4 After Hold 1-2 1/4 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

For ced Draft fitted No. No. and Description of Boilers 2 S.E. Cyl. 1 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

(If not state date of approval)

General Pumping Arrangements with hull report. Oil fuel Burning Piping Arrangements

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 set of Crank Springs for Main 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. Thompson

Commercial Manager

Manufacturer.



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Lloyd's Register
Foundation

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

Is a Report also sent on the Hull of the Ship?

2m 222 T

W596-0054

1923

Mar. 6. 16. July 12. 27. Aug. 14. 16. Nov. 20. 30. Dec. 7.

1924

Feb. 21. 29. 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 1. 14.

1926

Nov. 16. 17. 18. 19. Dec. 2. 3. 7. 9. 13. 14. 16. 17. 22. 30. Jan. 11. 18.

1927

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

PRh both 1/2" Sta BHP 96, 5 1/2"

Material of Crank shaft

Engst Steel

Identification Mark on Do.

6601 RLA

Material of Thrust shaft

Engst Steel

Identification Mark on Do.

6601 RLA

Material of Tunnel shafts

Engst Steel

Identification Marks on Do.

6601 RLA

Material of Screw shafts

Engst Steel

Identification Marks on Do.

6601 RLA

Material of Steam Pipes

Steel

Test pressure

540 lbs

Date of Test

23-5-24 & 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

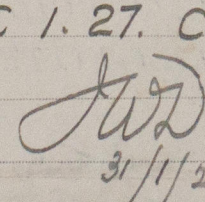
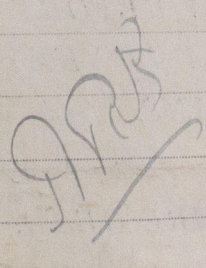
Is this machinery duplicate of a previous case

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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 bands L.M.C. 1-24. Yail shaft Continuous Lines. Electric Light.

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


 31/1/27


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.