

REPORT ON MACHINERY.

No. 41518.

Received at London Office **WED. 30 NOV. 1921**

Date of writing Report **April 23rd 1921** When handed in at Local Office **28. 11. 1921** Port of **GLASGOW.**
 No. in Survey held at **Ardrossan** Date, First Survey **23rd Sept 1920** Last Survey **18th Nov 1921**
 Reg. Book. on the **SS KENMARE.** (Number of Visits, **28.**) Tons { Gross }
 Master Built at **Ardrossan** By whom built **Ard. SB & DD. Coy Ltd** When built **1921**
 Engines made at **Greenock** By whom made **J. G. Kincaid & Co Ltd.** when made **1921**
 Boilers made at **Greenock** By whom made **J. G. Kincaid & Co Ltd** when made **1921**
 Registered Horse Power Owners **City of Cork Steam Packet Co** Port belonging to **Cork.**
 Nom. Horse Power as per Section 28 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted **Yes**

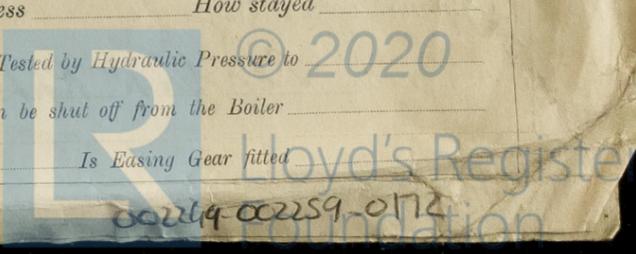
ENGINES, &c.—Description of Engines

No. of Cylinders No. of Cranks
 Dia. of Cylinders Length of Stroke Revs. per minute Dia. of Screw shaft as per rule Material of screw shaft as fitted
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube Is the after end of the liner made water tight in the propeller boss 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 Length of stern bush
 Dia. of Tunnel shaft as per rule Dia. of Crank shaft journals as per rule Dia. of Crank pin Size of Crank webs Dia. of thrust shaft under collars
 Dia. of screw Pitch of Screw No. of Blades State whether moveable Total surface
 No. of Feed pumps Diameter of ditto Stroke Can one be overhauled while the other is at work
 No. of Bilge pumps Diameter of ditto Stroke Can one be overhauled while the other is at work
 No. of Donkey Engines Sizes of Pumps No. and size of Suctions connected to both Bilge and Donkey pumps
 In Engine Room **5 @ 2 1/2" ✓** In Holds, &c. **F. Peak 1 @ 2 1/2" N°1 Hold 2 @ 2 1/2" ✓**
N°2 Hold 2 @ 2 1/2" A. Hold 2 @ 2 1/2" ✓
 No. of Bilge Injections sizes Connected to condenser, or to circulating 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
 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 ✓**
 What pipes are carried through the bunkers **None ✓** How are they protected
 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 Is it fitted with a watertight door worked from

BOILERS, &c.—(Letter for record) Manufacturers of Steel

Total Heating Surface of Boilers Is Forced Draft fitted No. and Description of Boilers
 Working Pressure Tested by hydraulic pressure to Date of test No. of Certificate
 Can each boiler be worked separately Area of fire grate in each boiler No. and Description of Safety Valves to each boiler
 Area of each valve Pressure to which they are adjusted **185 lbs** Are they fitted with easing gear **Yes ✓**
 Smallest distance between boilers or uptakes and bunkers or woodwork Mean dia. of boilers Length Material of shell plates
 Thickness Range of tensile strength Are the shell plates welded or flanged Descrip. of riveting: cir. seams
 long. seams Diameter of rivet holes in long. seams Pitch of rivets Lap of plates or width of butt straps
 Per centages of strength of longitudinal joint rivets Working pressure of shell by rules Size of manhole in shell
 Size of compensating ring No. and Description of Furnaces in each boiler Material Outside diameter
 Length of plain part top Thickness of plates crown Description of longitudinal joint No. of strengthening rings
 bottom Thickness of plates bottom
 Working pressure of furnace by the rules Combustion chamber plates: Material Thickness: Sides Back Top Bottom Working pressure by rules
 Pitch of stays to ditto: Sides Back Top If stays are fitted with nuts or riveted heads Working pressure by rules
 Material of stays Area at smallest part Area supported by each stay Working pressure by rules End plates in steam space:
 Material Thickness Pitch of stays How are stays secured Working pressure by rules Material of stays
 Area at smallest part Area supported by each stay Working pressure by rules Material of Front plates at bottom
 Thickness Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules
 Diameter of tubes Pitch of tubes Material of tube plates Thickness: Front Back Mean pitch of stays
 Pitch across wide water spaces Working pressures by rules Girders to Chamber tops: Material Depth and
 thickness of girder at centre Length as per rule Distance apart Number and pitch of stays in each
 Working pressure by rules Steam dome: description of joint to shell % of strength of joint
 Diameter Thickness of shell plates Material Description of longitudinal joint Diam. of rivet holes
 Pitch of rivets Working pressure of shell by rules Crown plates Thickness How stayed

SUPERHEATER. Type Date of Approval of Plan Tested by Hydraulic Pressure to **2020**
 Date of Test Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler
 Diameter of Safety Valve Pressure to which each is adjusted Is Easing Gear fitted



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:—

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 28

Is the approved plan of main boiler forwarded herewith

“ “ “ donkey “ “ “

Dates of Examination of principal parts—Cylinders Slides Covers Pistons Rods
 Connecting rods Crank shaft Thrust shaft Tunnel shafts Screw shaft Propeller 6-10-21
 Stern tube Steam pipes tested Engine and boiler seatings 29-12-20 Engines holding down bolts
 Completion of pumping arrangements 14-11-21 Boilers fixed Engines tried under steam 18-11-21
 Completion of fitting sea connections 29-12-20 Stern tube 24-1-21 Screw shaft and propeller 11-10-21
 Main boiler safety valves adjusted 10-11-21 Thickness of adjusting washers AFT. P. Blv. AV 3/16" FV 1/8" A.S. Blv. AV 1/8" FV 1/8"
 Material of Crank shaft Identification Mark on Do. Material of Thrust shaft Identification Mark on Do.
 Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts Identification Marks on Do.
 Material of Steam Pipes Test pressure
 Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150° F. Yes. ✓
 Have the requirements of Section 49 of the Rules been complied with Yes. ✓
 Is this machinery duplicate of a previous case If so, state name of vessel

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

The seacocks, sterntube and propeller have been fitted in a satisfactory manner.

Oil fuel installation completed in accordance with rule requirements
 All machinery tested under working conditions and found satisfactory
 The machinery of this vessel is eligible in my opinion to be classed
 + LMC 11-21 Fitted for oil fuel 11-21. F.P. above 150° as recommended
 in Greenock report N° 14919

It is submitted that
 this vessel is eligible for
 THE RECORD.

F. L. M. C. - 11. 21. F. D. C. L.

Fitted for Oil Fuel, 11.21., F.P. above 150° F.

MACHINERY CERT.
 WRITTEN 3-1-22
 (dated 30/12/21)

David C Barr
 30/12/21

The amount of Entry Fee ... £
 Special ... £
 Donkey Boiler Fee ... £
 Travelling Expenses (if any) £

When applied for

Greenock

When received

30.12.21

David C Barr
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

GLASGOW

29 NOV 1921

Assigned See Gen. Rpt. No. 17919.



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