

Rpt. 4.

# REPORT ON MACHINERY.

Bel. No. 8494.  
G.L.S. N° 40794.

Bel. 5-3-21

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Received at London Office

Bel. 8412.

Date of writing Report G.L.S. 17-1 1921 When handed in at Local Office G.L.S. 17-1 1921 Port of Belfast G.L.S. & Bel. Bel. Feb. 11-1921 Bel. 25-2-21.

No. in Survey held at Paisley, Glasgow & Belfast Date, First Survey G.L.S. 23-9-1919 Last Survey G.L.S. 14-1 1921

Reg. Book. 19944 on the S/S. KERRYMORE. (Number of Visits Bel. 8. G.L.S. 37.) Gross 517. Tons Net 217

Master John Mahony Built at LARNE By whom built Larne S. & E. Coy L<sup>d</sup> (N° 78) When built 1921

Engines made at Paisley By whom made Campbell & Calderwood (N° 966) when made 1921

Boilers made at Paisley By whom made A. J. Craig & Coy. L<sup>d</sup> (N° 680) when made 1921

Registered Horse Power \_\_\_\_\_ Owners R. MacCowan & Sons. L<sup>d</sup> Port belonging to Tralee

Nom. Horse Power as per Section 28 78 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No.

ENGINES, &c.—Description of Engines Triple Expansion No. of Cylinders 3 No. of Cranks 3

Dia. of Cylinders 13" 21" 34" Length of Stroke 24" Revs. per minute \_\_\_\_\_ Dia. of Screw shaft as per rule 7.34 Material of screw shaft Steel

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 water tight 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 - Length of stern bush 2'-6"

Dia. of Tunnel shaft as per rule 6.48" Dia. of Crank shaft journals as per rule 6.8" Dia. of Crank pin 7" Size of Crank webs 12 1/2 x 4 1/2 Dia. of thrust shaft under collars 7" Dia. of screw 9'-0" Pitch of Screw 11'-0" No. of Blades 4 State whether moveable No Total surface 33 1/2 sq ft

No. of Feed pumps 1 Diameter of ditto 3" Stroke 12" Can one be overhauled while the other is at work - } see London letter E. 24. 6. 20.

No. of Bilge pumps 1 Diameter of ditto 3" Stroke 12" Can one be overhauled while the other is at work - }

No. of Donkey Engines 2 Sizes of Pumps Feed 7x5x12" Ballast 6x7x10" No. and size of Suctions connected to both Bilge and Donkey pumps

In Engine Room Two at 2" In Holds, &c. For. 2 at 2"

No. of Bilge Injections 1 sizes 3" Connected to condenser, or to circulating pump pump Is a separate Donkey Suction fitted in Engine room & size Yes, 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 None

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 Bilge and Ballast suction How are they protected Wood casings

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 None Is it fitted with a watertight door - worked from -

BOILERS, &c.—(Letter for record H 39) Manufacturers of Steel D. Colville & Sons. L<sup>d</sup>

Total Heating Surface of Boilers 1439 Is Forced Draft fitted No No. and Description of Boilers one Single Marine

Working Pressure 180 lbs Tested by hydraulic pressure to 360 lbs Date of test 20-4-20 No. of Certificate 15235

Can each boiler be worked separately - Area of fire grate in each boiler 52 No. and Description of Safety Valves to each boiler 2. D. Springs Area of each valve 5.94 Pressure to which they are adjusted 180 lbs Are they fitted with easing gear Yes

Smallest distance between boilers or uptakes and bunkers or woodwork 36" Mean dia. of boilers 12-9 7/8" Length 10'-3" Material of shell plates Steel

Thickness 1/16 Range of tensile strength 28-32 Are the shell plates welded or flanged No Descrip. of riveting: cir. seams D.R. Lap

long. seams T.R. DBS. Diameter of rivet holes in long. seams 1 3/16 Pitch of rivets 8 1/4" Lap of plates or width of butt straps 17 3/4"

Per centages of strength of longitudinal joint rivets 94.35 plate 85.6 Working pressure of shell by rules 183 Size of manhole in shell 16 x 12"

Size of compensating ring 3 1/2 x 27 1/2 x 1 1/2 No. and Description of Furnaces in each boiler 3. Deighton Material steel Outside diameter 3'-6 1/4"

Length of plain part top - bottom - Thickness of plates crown 1/2" bottom 1/2" Description of longitudinal joint Weld No. of strengthening rings None

Working pressure of furnace by the rules 180 Combustion chamber plates: Material Steel Thickness: Sides 23/32 Back 21/32 Top 5 23/32 Bottom 23/32

Pitch of stays to ditto: Sides 10 1/2 x 9" Back 9 x 9" Top 9 1/2 x 7 1/2" If stays are fitted with nuts or riveted heads Nuts Working pressure by rules 183

Material of stays Steel Area at smallest part 1.76 Area supported by each stay 81 Working pressure by rules 180 End plates in steam space:

Material Steel Thickness 1/16" Pitch of stays 18" x 16" How are stays secured D. Nuts Washed Working pressure by rules 184 Material of stays Steel

Area at smallest part 5.27 Area supported by each stay 288 Working pressure by rules 190 Material of Front plates at bottom Steel

Thickness 1" Material of Lower back plate Steel Thickness 5/64 Greatest pitch of stays 1'-2" Working pressure of plate by rules 184

Diameter of tubes 3 1/4" Pitch of tubes 4 1/2 x 4 3/8 Material of tube plates Steel Thickness: Front 1" Back 53/64 Mean pitch of stays 11 1/16"

Pitch across wide water spaces 1-2" Working pressures by rules 182, 200 Girders to Chamber tops: Material Steel Depth and thickness of girder at centre 8 3/4" x 5 5/8" D Length as per rule 2'-6 33/64 Distance apart 7 1/2" Number and pitch of stays in each 2 @ 9 1/2"

Working pressure by rules 212 Steam dome: description of joint to shell None % of strength of joint -

Diameter - Thickness of shell plates - Material - Description of longitudinal joint - Diam. of rivet holes -

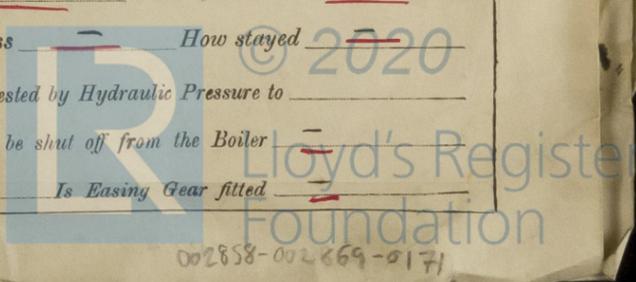
Pitch of rivets - Working pressure of shell by rules - Crown plates - Thickness - How stayed -

SUPERHEATER. Type None Date of Approval of Plan - Tested by Hydraulic Pressure to \_\_\_\_\_

Date of Test - Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler -

Material of Safety Valve - Pressure to which each is adjusted - Is Easing Gear fitted -

In a Report also sent on the Hull of the Ship



002858-002869-0171

S.S. Kerry more. See Gls. Rpts N° 40794. & Bel N° 8412.

IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? ✓

SPARE GEAR. State the articles supplied:— 2. Connecting Rod top end bolts & nuts. 2. C. R. bottom end bolts & nuts. 2 main bearing bolts & nuts. 1 set of shaft coupling bolts. 1 set of feed & bilge pump valves. (Common springs are not used in pistons) Quantity of assorted bolts & nuts & rim of various sizes.

The foregoing is a correct description, Sg. (Campbell & Calderwood L<sup>d</sup>) for Machinery Sg. (A. F. Craig & Co L<sup>d</sup>) for Boiler. Manufacturer.

Dates of Survey while building: During progress of work in shops -- Mach. Glasgow. 1919. Sep. 23. Oct. 22. 31. Nov. 14. 18. 25. Dec. 11. (1920) Jan. 12. Feb. 2. 11. 20. Mar. 4. 10. 19. May 26. Jun 1. 8. Sep. 1. (1921) During erection on board vessel -- Dec. 2. 14. 21. 23. 27. 29. 30. 31. (1921) Jan. 11. 14. Belfast (1920) Aug 6. Oct. 20. 25. 26. Feb. 11. 21. 24. 25. (1921) Gls. for Boiler. 1919. Sep. 16. Dec. 10. (1920) Jan 9. Feb. 18. Mar. 19. Apr 9. 20. (1921) Jan 14. Total No. of visits 45. Is the approved plan of main boiler forwarded herewith? Yes.

Dates of Examination of principal parts—Cylinders 14-11-19 Slides 12-1-20 Covers 12-1-20 Pistons 4-3-20 Rods 4-3-20 Connecting rods 4-3-20 Crank shaft 12-1-20 Thrust shaft 8-6-20 Tunnel shafts — Screw shaft 8-6-20 Propeller 8-6-20 Stern tube 12-1-20 Steam pipes tested 23-12-20 Engine and boiler seatings see Bel Rpt. Engines holding down bolts 30-12-20.

Completion of pumping arrangements 24-2-21 Boilers fixed 29-12-20 Engines tried under steam 24 & 25-2-21 Completion of fitting sea connections 20-10-20. Stern tube 20-10-20. Screw shaft and propeller 25-10-20. Main boiler safety valves adjusted 21-2-21 Thickness of adjusting washers P 1/4. S 1/4 Bare.

Material of Crank shaft Steel Identification Mark on Do. 966 DCB 12-8-20 Material of Thrust shaft Steel Identification Mark on Do. 966 DCB 8-6-20 Material of Tunnel shafts None Identification Marks on Do. — Material of Screw shafts Steel Identification Marks on Do. 966 DCB 8-6-20 Material of Steam Pipes S. D. Copper Test pressure 360

Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. L Have the requirements of Section 49 of the Rules 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. 20-1-20. Bel. Rpt. N° 8412. All sea cocks, discharge valves, stern tube, propeller shaft & propeller fitted in place. Vessel to be towed to Glasgow to receive machinery.

Gls. Rpt. N° 40794, 17-1-21. For boiler. — This boiler has been built under special survey in accordance with approved plan. The materials and workmanship are of good quality. This boiler now securely fitted on board. — No — Mch. Rpt 17-1-21. The machinery of this vessel has been built under special survey & material & workmanship are of good quality.

The machinery is eligible in our opinion for the records of + L M C with date when the survey is complete as below. Safety valves adjusted under steam, pumping arrangements tested under working conditions. Spare gear checked. Machinery tried under steam.

The vessel is leaving this port for home in tow. Belfast Surveyors advised. Belfast Completion of special survey. — Safety valves of main boiler adjusted under steam. Main and auxiliary machinery tried under steam in rough & at sea. Pumping arrangements tested. The machinery is eligible in my opinion for the notation of + L M C. 2-21. The Report where underlined on red is copied from Glasgow Reports N° 40794 & Bel Rpt. N° 8412.

The amount of Entry Fee ... £ : : When applied for, Special ... £ : : 4/31 1921 Donkey Boiler Fee ... £ : : When received, Bel. Travelling Expenses (if any) £ 1-5/10. Mar 29 1921

Committee's Minute Assigned + L M C 2.21 C.L. TUE. 15 MAR 1921 WED. MAY. 18 1921 John Pollock. Engineer Surveyor to Lloyd's Register of Shipping.



Certificate (if required) to be sent to The Surveyors are requested not to write on or below the space for Committee's Minute.