

Rpt. 4.

REPORT ON MACHINERY

Bel. No. 8494.
GLS. N^o 40794.

Bel 5-3-21

Bel. 5-3-21

Received at London Office

Bel. 5-3-21

Date of writing Report GLS. 17-1 1921

When handed in at Local Office GLS. 17-1 1921

Port of Belfast GLS. & Bel.

Bel Feb. 11-1921

Bel 25-2-21.

No. in Survey held at Paisley, Glasgow & Belfast.

Date, First Survey GLS. 23-9-1919

Last Survey GLS. 14-1 1921

Reg. Book.

19944 on the S/s. KERRYMORE.

(Number of Visits Bel. 8.

GLS. 37.

Gross 517.

Net 217

Master John Mahony. Built at LARNE

By whom built Larne S. & E. Coy L^d (N^o 78)

When built 1921

Engines made at Paisley

By whom made Campbell & Calderwood (N^o 966)

when made 1921

Boilers made at Paisley

By whom made A. J. Craig & Coy. L^d (N^o 680)

when made 1921

Registered Horse Power

Owners R. MacCowan & Sons. L^d

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

as fitted 7.2

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

No. of Bilge pumps 1

Diameter of ditto 3"

Stroke 12"

Can one be overhauled while the other is at work —

E. 24. 6. 20.

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^d Rat 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 1439)

Manufacturers of Steel D. Colville & Sons. L^d

Total Heating Surface of Boilers 1439 sq ft Is Forced Draft fitted No

No. and Description of Boilers one Single Marine

Working Pressure 180 lb

Tested by hydraulic pressure to 360 lb

Date of test 20-4-20

No. of Certificate 15235.

Can each boiler be worked separately —

Area of fire grate in each boiler 52 sq ft

No. and Description of Safety Valves to

each boiler 2. D. Springs

Area of each valve 5.94 sq in

Pressure to which they are adjusted 180 lb

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 31 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 sq in

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 sq in

Working pressure by rules 190

Material of Front plates at bottom Steel

Thickness 1"

Material of Lower back plate Steel

Thickness 5/16"

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 1/8" 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 —

Diameter of Safety Valve —

Pressure to which each is adjusted —

Is Easing Gear fitted —

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^d) for Machinery

SG (A. F. Craig & Co L^d) for Boiler.

Manufacturer.

Dates of Survey while building { During progress of work in shops -- } 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)
 Total No. of visits 45. Is the approved plan of main boiler forwarded herewith yes.

" " " donkey " " "

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 + LMC with date when the survey is complete as below.

Safety Valves adjusted under steam, pumping arrangements tested under working condition.

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 + LMC. 2-21.

The Report where underlined in Red is Copied from Glasgow Reports N° 40794 & Bel Rpt. N° 8412.

The amount of Entry Fee ... £ : : When applied for,
 Special ... £ : : 4/3/ 1921
 Donkey Boiler Fee ... £ : : When received,
 Bel. Rpt N° 8412. 1-5/10. Mar 29 1921
 Bel. Travelling Expenses (if any) £

John Pollock.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ LMC 2.21

C.L.

TUE. 15 MAR 1921

WED. MAY. 18 1921



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Foundation