

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 27 SEP 1928

Date of writing Report

19

When handed in at Local Office

21.9.

1928 Port of

Glasgow

No. in Survey held at
Reg. Book.

Glasgow

Date, First Survey

8.2.28

Last Survey

20-9-

1928

on the

S/S 'KERMA'.

(Number of Visits 46)

Tons } Gross 4333
Net

Built at Glasgow

By whom built

D & W. Henderson & Co. Ltd

Yard No. 831

When built 1928

Engines made at Glasgow

By whom made

D & W. Henderson & Co. Ltd

Engine No. 831

when made 1928

Boilers made at Glasgow

By whom made

D & W. Henderson & Co. Ltd

Boiler No. 831

when made 1928

Registered Horse Power

Owners F. C. Strick & Co. Ltd

Port belonging to

Nom. Horse Power as per Rule

346

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which Vessel is intended

88.8.51

ENGINES, &c.—Description of Engines Triple expansion

Dia. of Cylinders 24½"-41"-66" Length of Stroke 45" No. of Cylinders 3 Revs. per minute 70

Crank shaft, dia. of journals as per Rule 12.715" as fitted 12¾" Crank pin dia. 12¾" Crank webs Mid. length breadth 23½" Mid. length thickness 8" Thickness parallel to axis 8" Thickness around eye-hole 5½"

Intermediate Shafts, diameter as per Rule 12.11" as fitted 12⅞" Thrust shaft, diameter at collars as per Rule 12.715" as fitted 12¾"

Tube Shafts, diameter as per Rule 13½" as fitted 14½" Is the tube shaft fitted with a continuous liner yes

Screw Shaft, diameter as per Rule 13½" as fitted 14½" Is the screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 7" as fitted ¾" Thickness between bushes as per Rule 525" as fitted 9/16" 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 junctions made by fusion through the whole thickness of the liner -

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 Oil Gland or other appliance fitted at the after end of the tube shaft no

Length of Bearing in Stern Bush next to and supporting propeller 4'-10"

Propeller, dia. 16'-9" Pitch 16'-0" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 90.5 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 22½" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4¼" Stroke 22½" Can one be overhauled while the other is at work yes

Feed Pumps No. and size 10½" x 5½" x 12", 10½" x 5" x 8" Pumps connected to the Main Bilge Line No. and size Ballast pump 10" x 11" x 10"

How driven Steam How driven Steam

Ballast Pumps, No. and size 10" x 11" x 10", 10" x 6" x 6" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler -

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 30" x 2½"

In Holds, &c. No. 1 hold—20" x 3", No. 2 hold—20" x 3½", No. 3 hold—20" x 3", No. 4 hold—20" x 3". Tunnel well—10" x 2½"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 10" x 6"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 10" x 4½"

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 Sea Connections fitted direct on the skin of the ship yes Are they fitted with 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 Overboard Discharges 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 pass through the bunkers forward hold suction How are they protected under timber boards

What pipes pass through the deep tanks no deep tank Have they been tested as per Rule -

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 Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from upper deck

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 4601 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers 2 SE 2 SB. Working Pressure 180

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 - Donkey Boilers -

(If not state date of approval)

Superheaters - General Pumping Arrangements with ship report Oil fuel Burning Piping Arrangements -

SPARE GEAR. State the articles supplied:— As per rules and in addition - one screw

shaft and one propeller.

The foregoing is a correct description,

For DAVID & WILLIAM HENDERSON & CO., LTD.

J. H. Patrick DIRECTOR.

Manufacturer.



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Lloyd's Register
Foundation

004635-004641-0272

Dates
of Survey
while
building

During erection on
board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders

Pistons

Crank shaft

Tube shaft

Stern tube

Completion of fitting sea connections

Completion of pumping arrangements

Main boiler safety valves adjusted

Crank shaft material

Intermediate shafts, material

Screw shaft, material

Is an installation fitted for burning oil fuel

Have the requirements of the Rules for carrying and burning oil fuel been complied with

Is this machinery duplicate of a previous case

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

The materials and workmanship are good.
The machinery has been constructed under special survey, in accordance with the Rules, satisfactorily fitted in the vessel, tried under steam and found good. It is eligible in my opinion for Classification and the Record + LMC 9, 28

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 9, 28 CL. F.D.

The amount of Entry Fee ... £ 5 :

Special ... £ 76 : 18

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for,

26 SEP 1928

When received,

27 10 1928

S. C. Davis

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 26 SEP 1928

Assigned + LMC 9, 28

CERTIFICATE WRITTEN



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