

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

8 SEP 1926

Date of writing Report 23/4/26 When handed in at Local Office 26th Aug 1926 Port of Greenock  
 No. in Survey held at Greenock Date, First Survey 8th February 1926 Last Survey 23rd Aug 1926  
 Reg. Book. S/S "Wairakata" (Number of Visits 53)  
 on the S/S "Wairakata"  
 Built at Glasgow By whom built Rapier Miller & Co. Yard No. 258 Tons } Gross  
 Engines made at Greenock By whom made John Kincaid & Co. Ltd. Engine No. 631 When built 1926 Net  
 Boilers made at ditto By whom made ditto Boiler No. 631 when made 1926  
 Registered Horse Power \_\_\_\_\_ Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_  
 Nom. Horse Power as per Rule 417 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion  
 Dia. of Cylinders 24"-41"-68" Length of Stroke 45" Revs. per minute 70 No. of Cylinders 3 No. of Cranks 3  
 Dia. of Crank shaft journals as per rule 13'04" Dia. of Crank pin 13'1/2" Crank webs shrunk Mid. length breadth \_\_\_\_\_ Thickness parallel to axis 8'1/2"  
 as fitted 13'1/2" Mid. length thickness \_\_\_\_\_ Thickness around eye-hole 6"  
 Diameter of Thrust shaft under collars as per rule 13'04" Diameter of Tunnel shaft as per rule None Diameter of Screw shaft as per rule 13'468" Is the Screw shaft  
 as fitted 13'1/2" as fitted 14'3/8"  
 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 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 54" Diameter of Propeller 16'-0"  
 Pitch of Propeller 14' 4 1/2" No. of Blades 4 State whether Moveable No Total Surface 75 # square feet.  
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4" 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 4 (2 WERS 9 1/2 x 7 x 21) (10 x 11 x 10) (10 x 6 3/4 x 10)  
 No. and size of Pumps connected to the Main Bilge Line 4 - 10 x 11 - 10  
 No. and size of Ballast Pumps 1 10 x 11 x 10 No. and size of Lubricating Oil Pumps, including Spare Pump \_\_\_\_\_  
 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 3 - 3" and in Holds, &c. No. 1. 2. 3 No. 2. 2 1/2 No. 3. 2. 3'  
Cross-bunker 2. 2 1/2

No. and size of Main Water Circulating Pump Bilge Suctions one 4" No. and size of Donkey Pump Direct Suctions \_\_\_\_\_  
 to the Engine Room Bilges one 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 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 Suctions How are they protected Wood casing  
 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 None Is it fitted with a watertight door Yes worked from \_\_\_\_\_

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5800 #  
 Is Forced Draft fitted Yes No. and Description of Boilers 2 Single Ended Working Pressure 200

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

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

PLANS. Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers \_\_\_\_\_ Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval)

General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_

SPARE GEAR. State the articles supplied:—2 Connecting Rod both ends for top  
end, ditto for bottom end, 2 main Bearings  
both one set of coupling both one set of Field  
2 Bilge Pump valves, a quantity of assorted bolts  
nuts, 2 sets of various sizes.

The foregoing is a correct description,  
 FOR JOHN G. KINCAID & COY., LIMITED.

Robert Green

Manufacturer.

Secretaries



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Lloyd's Register  
Foundation

01896-01904-0232



(1926) Feb. 8-16 Mar. 1-5 10-12 15-19 22-23 24-30 Apr. 1-6 8-14 16-21 23-26 28-29 May 3-5 7-10 11-25 26 June 1-4 11-14 15-17  
During progress of work in shops - - - 21-23-25-29 July 11-16 19-20 22-23-26-29 30 Aug. 1-12-16-18-23  
Dates of Survey while building During erection on board vessel - - -  
Total No. of visits 53

Dates of Examination of principal parts - Cylinders 25- 5- 26 Slides 1- 6- 26  
Covers 25- 5- 26 Pistons 25- 5- 26 Rods 25- 5- 26  
Connecting rods 25- 5- 26 Crank shaft 28- 4- 26 Thrust shaft 4- 6- 26  
Tunnel shafts ✓ Screw shaft 4- 6- 26 Propeller 21- 6- 26  
Stern tube 10- 5- 26 Engine and boiler seatings see Gb Rpt Engines holding down bolts 26- 7- 26  
Completion of pumping arrangements 26- 7- 26 Boilers fixed 12- 8- 26 Engines tried under steam 12- 8- 26  
Completion of fitting sea connections see Gb Rpt Stern tube see Gb Rpt Screw shaft and propeller see Gb Rpt  
Main boiler safety valves adjusted 12- 8- 26 Thickness of adjusting washers PV 2 1/64 SV 2 1/64 PV 2 1/64 SV 3/16  
Material of Crank shaft S Identification Mark on Do. LLOYDS 1431 AF WGM  
Material of Thrust shaft S Identification Mark on Do. " 1431 AF WGM  
Material of Tunnel shafts ✓ Identification Marks on Do. ✓  
Material of Screw shafts S Identification Marks on Do. LLOYDS 1431 AF WGM  
Material of Steam Pipes steel (SD) Test pressure 600 Date of Test 30. 7. 26  
Is an installation fitted for burning oil fuel ✓ 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 No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c. These Engines & boilers have been built under Special Survey in accordance with the approved plans & the workmanship & material are of good quality. They are now securely fitted on board, tried under steam & found satisfactory. The Machinery is eligible in my opinion for the record of LMC 8-26

It is submitted that this vessel is eligible for THE RECORD + LMC 8.26. F.D. CL.

JWD. 9/9/26 JAR

The amount of Entry Fee ... £ 5 : - :  
Special ... £ 87 : 11 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 26th Aug 1926  
When received, 2. 9. 26

W. Gordon Maclean  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 7-SEP 1926  
Assigned + L.M.C. 8.26.F.D.