

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

2 MAR 1925

Date of writing Report 20th April 1925 When handed in at Local Office 30 Apr 1925 Port of WEST HARTLEPOOL
 No. in Survey held at West Hartlepool Date, First Survey 23 Sept 1924 Last Survey 21 April 1925
 Reg. Book. 88374 on the S.S. "CITY OF KIMBERLEY" (Number of Visits 92)
 Built at West Hartlepool By whom built Wm Gray & Co Ltd Yard No. 967 When built 1925
 Engines made at West Hartlepool By whom made Central Marine Eng. Wks. Engine No. 967 when made 1925
 Boilers made at ditto By whom made ditto Boiler No. 967 when made 1925
 Registered Horse Power 592 Owners Ellerman & Bucknall P.L.C. Port belonging to London
 Nom. Horse Power as per Rule 592 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ENGINES, &c.—Description of Engines Triple Expansion
 Dia. of Cylinders 24½" 42½" 74" Length of Stroke 51" Revs. per minute 73 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 14.7" Dia. of Crank pin 15½" Crank webs Mid. length breadth 22½" Thickness parallel to axis 9"
 as fitted 15½" Mid. length thickness 9" shrunk Thickness around eye-hole 6½"
 Diameter of Thrust shaft under collars as per rule 14.7" Diameter of Tunnel shaft as per rule 14.7" Diameter of Screw shaft as per rule 15.48" Is the Screw shaft
 as fitted 15½" as fitted 14.76" as fitted 16½"
 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 yes 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated no Length of Stern Bush 66" Diameter of Propeller 18½"
 Pitch of Propeller 17-6" No. of Blades 4 State whether Moveable yes Total Surface 114 square feet.
 No. of Feed Pumps fitted to the Main Engines ✓ Diameter of ditto ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 4½" Stroke 28" Can one be overhauled while the other is at work yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 M. feed 10½" 8" 22" 1 Harbour feed 9½" 7" 28" 1 Gen. S. 10" 6" 10" duplex 1 Ball 9" 10½" 10" D.
 No. and size of Pumps connected to the Main Bilge Line 2 Main 4½" 28" 1 Ballast 9" 10½" 10" duplex
 No. and size of Ballast Pumps 1 9" 10½" 10" duplex 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 6 of 3" 3" 2" 15" transfer pumps and in Holds, &c. No. 1. 2 of 3½" No. 2 2 of 3½"
No. 3 2 of 2½" No. 4 2 of 3" No. 5 2 of 3" Fore peak 1 of 3" Deep tank
2 of 3" Tunnel well 1 of 3"
 No. and size of Main Water Circulating Pump Bilge Suctions 1 of 9" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges 1 of 5" 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 Fore peak suction How are they protected Strong wood casing
 Are all Pipes, Cocks, Valves, and Pumps in connecti 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 see ship report Is it fitted with a watertight door yes worked from (main deck)
8379 ft

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 8379 ft
 Is Forced Draft fitted yes No. and Description of Boilers 3 single ended Working Pressure 225 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting ✓ Main Boilers yes Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR. State the articles supplied:—2 Con. rod top end bolts & nuts 2 bottom end ditto
2 main bearing ditto 1 set coupling ditto 1 set valves & seats for bilge &
main feed pumps 1 set valves for harbour feed, Gen. service, ballast, and
oil transfer pumps 1 H.P. piston hood & rings 1 main valve spindle
1 gland & neck bush for piston rods 1 ditto for valve spindles 1 pair Crank pin
bearings 1 pair eccentric straps 1 air pump rod & nuts 6 piston bolts 2 main
& 2 aux feed check valves 6 boiler tubes 3 safety valve springs 1 valve &
spindle for main stop valves 1 ditto aux. stop valves 2 C.I. propeller
blades 1 set studs & nuts for 1 propeller blade Various spare parts for
Cent. circulating pump & engine & fan engine, oil fuel installation
& for super heaters. Assorted bolts nuts & iron

The foregoing is a correct description,

(W. Gray & Co. Ltd.)

J. H. G. G. G.

Manufacturer.

DIRECTOR.

Lloyd's Register
Foundation

013449-013453-0132

1924. Sept 23. Oct 10. 22. 23. 24. 30. Nov 11. 13. 19. 20. 24. 28. Dec 1. 2. 3. 4. 5. 8. 9. 11. 13. 16. 19. 21. 23. 24. 30. 31.
 1925. Jan 7. 8. 9. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 28. Feb 3. 5. 5. 6. 10. 11. 13. 12. 13. 16. 17. 18. 18. 19. 22. 24. 24. 25.
 Mar 2. 3. 3. 6. 6. 9. 9. 12. 13. 16. 17. 17. 18. 19. 23. 24. 25. 26. 26. 27. 30. 31. 31. Apr 2. 3. 6. 8. 9. 17. 20. 21.
 Dates of Survey while building { During progress of work in shops - - -
 { During erection on board vessel - - -
 Total No. of visits 92.

Dates of Examination of principal parts - Cylinders 24.11.24 - 19.1.25 Slides 2.12.24 - 6.2.25
 Covers 5.12.24 - 23.12.24 Pistons 5.12.24 - 19.1.25 Rods 10.10.24 - 30.12.24
 Connecting rods 28.10.24 - 19.1.25 Crank shaft 15.12.24 - 16.1.25 Thrust shaft 24.12.24 - 16.1.25
 Tunnel shafts 7.1.25 - 19.2.25 Screw shaft 30.12.24 - 19.2.25 Propeller 11.2.25 - 23.2.25
 Stern tube 3.12.24 - 23.2.25 Engine and boiler seatings 9.3.25 Engines holding down bolts 12-13.3.25
 Completion of pumping arrangements 3.4.25 Boilers fixed 12.3.25 Engines tried under steam 8.4.25
 Completion of fitting sea connections 19.2.25 Stern tube 27.2.25 Screw shaft and propeller 3.3.25
 Main boiler safety valves adjusted 8.4.25 Thickness of adjusting washers P.P. 5" S 11" C.P. 11" S 11" S.P. 5" S 11" S.P.
 Material of Crank shaft Ingot steel Identification Mark on Do. 7418
 Material of Thrust shaft ditto Identification Mark on Do. 7435
 Material of Tunnel shafts ditto Identification Marks on Do. 7441. 7442 7443 7444
 Material of Screw shafts ditto Identification Marks on Do. 7448 7449 7450 7461
 Material of Steam Pipes Lap welded steel Test pressure 675 lb Date of Test 24.2.25 - 31.3.25
 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 the Rules for carrying and burning oil fuel been complied with yes
 Is this machinery duplicate of a previous case Engines yes Boilers no If so, state name of vessel City of Dalisbury

General Remarks (State quality of workmanship, opinions as to class, &c. A 25 ton evaporator fitted, the coils of which were tested to 450 lb. and the body to 50 lb.

This vessel's machinery has been built and installed under Special Survey. The materials and workman-ship are good and efficient.

On completion it was tried at work under full steam satisfactorily, and is now eligible to have the notation L.M.C. 4.25.

It is submitted that this vessel is eligible for THE RECORD, + LMC 4.25. FD. CL. Fitted for oil fuel 4.25. FP. above 150°F.

G.D. Shilston
 4/5/25

The amount of Entry Fee ... £ 6 : 0 :
 Special ... £ 104 : 12 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 1 May 19 25
 When received, 12/5/25

R. D. Shilston
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + Lmc 4.25 320 C
 Fitted for oil fuel 4.25 FP above 150°F

MAY 8 1925

CERTIFICATE WRITTEN

