

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 18650

Date of writing Report 12. 1. 1924 When handed in at Local Office 29. 1. 1924 Port of Greenock
 No. in Survey held at Greenock Date, First Survey 5th May 1925 Last Survey 29. 1. 1924
 Reg. Book. on the S/S 'Keebury' (Number of Visits 101)
 Built at P. Glasgow By whom built R. Duncan & Co. Ltd. Yard No. 369
 Engines made at Greenock By whom made Rankin Blackmore Ltd. Engine No. 413
 Boilers made at ditto By whom made ditto Boiler No. 413
 Registered Horse Power Owners Alexander Duff & Co. Ltd. Port belonging to London
 Nom. Horse Power as per Rule 503 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion
 Dia. of Cylinders 24. 44. 73 Length of Stroke 48 Revs. per minute 65 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.86 as fitted 14 Dia. of Crank pin 14 Crank webs Mid. length breadth shrunk Thickness parallel to axis 9" Mid. length thickness Thickness around eye-hole 6 1/8"
 Diameter of Thrust shaft under collars as per rule 13.86 as fitted 14 Diameter of Tunnel shaft as per rule 13.2 as fitted 13 1/4 Diameter of Screw shaft as per rule 14.4 as fitted 14 3/4 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 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 59" Diameter of Propeller 18-0"
 Pitch of Propeller 18-6 No. of Blades 4 State whether Moveable No Total Surface 104 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 4" Stroke 26" 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 26" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 15x8 Dup. 6x10 Dup.
 No. and size of Pumps connected to the Main Bilge Line 2 12x12 6x10
 No. and size of Ballast Pumps one 12x12 No. and size of Lubricating Oil Pumps, including Spare Pump —
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 3 at 2 3/4" one at 2" and in Holds, &c. 2 at 3" 5 at 3 1/2" 2. 2 1/2"
 Tunnel Well 1. 2 1/4" 2 3/4" 12 1/2 hold 11 1/2 2 1/2 3 1/2 Deep tank.
 No. and size of Main Water Circulating Pump Bilge Suctions one 6" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges one 4 1/2" 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 Yes Is it fitted with a watertight door Yes worked from U.E.R. Platform

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 4345.6
 Is Forced Draft fitted Yes No. and Description of Boilers 3 Single Ended 358 Working Pressure 180

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 Yes Main Boilers Yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)

General Pumping Arrangements Yes 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 bearing bolts, 1 set of coupling bolts, 1 set of feed & bilge pump bolts, 2 quantities of assorted bolts & nuts, 1 set of various sizes

The foregoing is a correct description,
 RANKIN & BLACKMORE, LTD.,

Director.

Manufacturer.



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(1925) May 5.8.11.19.22.26.29 June 1.9.15.18.23.30 July 16.23.30 Aug 4.19.28 Sept 2.8.15.18.25.28 Oct 7.14.26 Nov 4.12.14.20.24.30.
 During progress of work in shops - -
 Dec 9.16.24.29. (1926) Jan. 12.14.21.26.28 Feb. 1.3.5.10.12.14.19.24 Mar 2.5.9.12.14.19.31 Apr 4.14.24.30 May 4.13.14.20.26 June 4.16.21.23.
 Dates of Survey while building
 During erection on board vessel - -
 July 23.29 Aug 3.11.23.30 Sept 3.7 Nov 8.12.16.29 Dec 2.6.10.14.17.20.21.22.29. (1927) Jan. 10.12.13.14.15.17.20.24.28.29.
 Total No. of visits 101

Dates of Examination of principal parts - Cylinders 24. 12. 25 Slides 19. 8. 25
 Covers 24. 12. 25 Pistons 4. 11. 25 Rods 4. 11. 25
 Connecting rods 12. 1. 26 Crank shaft 29. 11. 26 Thrust shaft 29. 11. 26
 Tunnel shafts 29. 11. 26 Screw shaft 29. 11. 26 Propeller 10. 1. 24
 Stern tube 16. 6. 26 Engine and boiler seatings 29/4/26. Engines holding down bolts 12. 1. 27
 Completion of pumping arrangements 20/1/27. Boilers fixed 12. 1. 27. Engines tried under steam 20. 1. 27.
 Completion of fitting sea connections 29. 4. 26. Stern tube 21. 6. 26. Screw shaft and propeller 15. 1. 27
 Main boiler safety valves adjusted 20. 1. 27. Thickness of adjusting washers P $\frac{1}{32}$ S $\frac{5}{16}$. P $\frac{5}{16}$ S $\frac{1}{32}$. P $\frac{5}{16}$ S $\frac{3}{32}$
 Material of Crank shaft S Identification Mark on Do. LR 521 WGM
 Material of Thrust shaft S Identification Mark on Do. LR 250 WGM
 Material of Tunnel shafts S Identification Marks on Do. LR 378.342.374.154.345.469 WGM
 Material of Screw shafts S Identification Marks on Do. LR 1406 WGM
 Material of Steam Pipes S Test pressure 54 lb Date of Test 13. 1. 27
 Is an installation fitted for burning oil fuel 910 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 - 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 material & workmanship are of good quality. They have now been fitted on board, tried under steam & found satisfactory. The Machinery is eligible in our opinion for the record of
 LMC 1.27

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 1. 27. FD. CL.

10/2/27.
 W. Gordon-Mitchell J. Avey
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6 : 0 :
 Special ... £ 100 : 3 :
 Donkey Boiler Fee ... £ ✓ :
 Travelling Expenses (if any) £ ✓ :
 When applied for, 29. 1. 1927
 When received, 31. 1. 1927

Committee's Minute GLASGOW 8 FEB 1927

Assigned + LMC 1, 27

CERTIFICATE WRITTEN 9. 2. 27



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