

# REPORT ON MACHINERY

No. 32009  
FRI. JUL. 30 1920

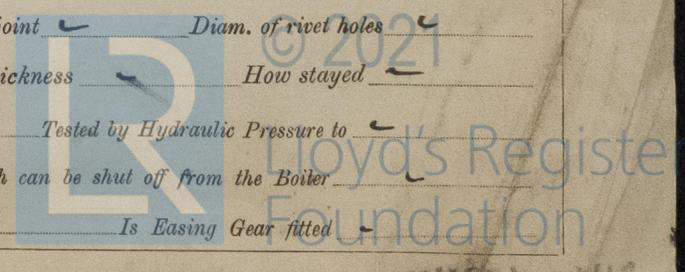
Received at London Office

Port of Hull  
 Date, First Survey 30/4/20 Last Survey 21<sup>st</sup> July 1920  
 (Number of Visits 10)  
 on the S.S. "MAXTON" EX "KILGOBNET"  
 Built at Middlesbrough By whom built Smiths D.D. & Co. Ltd.  
 Engines made at Middlesbrough By whom made Smiths D.D. & Co. Ltd. when made 1918  
 Propellers made at \_\_\_\_\_ By whom made \_\_\_\_\_ when made 1918  
 Owners Wilson & Burslem Port belonging to Newcastle  
 Registered Horse Power \_\_\_\_\_ Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted no  
 Net Horse Power as per Section 28 116

**ENGINES, &c.**—Description of Engines Triple expansion No. of Cylinders 3 No. of Cranks 3  
 Dia. of Cylinders 16. 26. 44 Length of Stroke 26 Revs. per minute \_\_\_\_\_ Dia. of Screw shaft as per rule 8.5 Material of screw shaft \_\_\_\_\_  
 Is the screw shaft fitted with a continuous liner the whole length of the stern tube stated to be continuous Is the after end of the liner made water tight \_\_\_\_\_  
 Is 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 \_\_\_\_\_  
 Dia. of Tunnel shaft as per rule 7.95 Dia. of Crank shaft journals as per rule 8.35 Dia. of Crank pin 8 3/4 Size of Crank webs 5 1/2 x 15 3/4 Dia. of thrust shaft under \_\_\_\_\_  
 No. of blades 4 State whether moveable no Total surface 36 sq ft  
 No. of Feed pumps 2 Diameter of ditto 7 Stroke 18 Can one be overhauled while the other is at work yes  
 No. of Bilge pumps one Diameter of ditto 6 Stroke 6 Can one be overhauled while the other is at work \_\_\_\_\_  
 No. of Donkey Engines 1 Sizes of Pumps 6 x 6 x 6 duplex No. and size of Suctions connected to both jectors  
 Engine Room 2-2 1/2 In Holds, &c. 2 1/2 ft from fore peak, No 1 hold, No 2 hold, stokehold, & shaft tunnel.  
 No. of Bilge Injections one sizes 6 Connected to condenser, or to circulating pump pump Is a separate Donkey Suction fitted in Engine room & size yes, 2 1/2  
 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 \_\_\_\_\_  
 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  
 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  
 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 yes Is it fitted with a watertight door yes worked from bolted to bulkhead.

**BOILERS, &c.**—(Letter for record S) Manufacturers of Steel \_\_\_\_\_  
 Total Heating Surface of Boilers 1832 sq ft Is Forced Draft fitted no No. and Description of Boilers one single ended  
 Working Pressure 200 lb. Tested by hydraulic pressure to \_\_\_\_\_ Date of test \_\_\_\_\_ No. of Certificate \_\_\_\_\_  
 Can each boiler be worked separately \_\_\_\_\_ Area of fire grate in each boiler 51.5 sq ft No. and Description of Safety Valves to each boiler 2 spring loaded Area of each valve 5.9 sq in Pressure to which they are adjusted not adjusted Are they fitted with easing gear yes  
 Smallest distance between boilers or uptakes and bunkers or woodwork 18 Mean dia. of boilers 156 Length 11-6 Material of shell plates Steel  
 Thickness 1 1/4 Range of tensile strength \_\_\_\_\_ Are the shell plates welded or flanged no Descrip. of riveting: cir. seams DR.  
 No. of rivets TRDBS Diameter of rivet holes in long. seams 1 1/4 Pitch of rivets 9 5/16 Lap of plates or width of butt straps 19  
 Percentages of strength of longitudinal joint \_\_\_\_\_ Working pressure of shell by rules 198 lb Size of manhole in shell 16 x 12  
 Size of compensating ring 1 1/4 x 9 No. and Description of Furnaces in each boiler 3 Dighton Material steel Outside diameter 41 7/8  
 Length of plain part \_\_\_\_\_ Thickness of plates \_\_\_\_\_ Description of longitudinal joint welded No. of strengthening rings \_\_\_\_\_  
 Working pressure of furnace by the rules 212 Combustion chamber plates: Material steel Thickness: Sides 1 1/16 Back 1 1/16 Top 1 1/16 Bottom 1  
 Length of stays to ditto: Sides 9 x 8 3/4 Back 8 3/4 x 8 1/2 Top 8 1/2 x 9 If stays are fitted with nuts or riveted heads nuts Working pressure by rules 209  
 Material of stays steel Area at smallest part 2.40 Area supported by each stay 94.0 Working pressure by rules 230 End plates in steam space: \_\_\_\_\_  
 Material steel Thickness 1 3/16 Pitch of stays 17 1/2 x 17 1/2 How are stays secured D.N.W. Working pressure by rules 218 Material of stays steel  
 Area at smallest part 6.80 Area supported by each stay 306 Working pressure by rules 207 Material of Front plates at bottom steel  
 Thickness 1 Material of Lower back plate steel Thickness 1 Greatest pitch of stays 14 1/2 x 8 3/4 Working pressure of plate by rules 240  
 Diameter of tubes 2 1/2 Pitch of tubes 3 1/16 x 3 3/4 Material of tube plates S. Thickness: Front 1 Back 13/16 Mean pitch of stays 8 3/8  
 Thickness across wide water spaces 13 1/4 Working pressures by rules 204 Girders to Chamber tops: Material S Depth and thickness of girder at centre 8 x 1 3/4 Length as per rule 31 1/4 Distance apart 8 1/2 Number and pitch of stays in each two 9  
 Working pressure by rules 202 Steam dome: description of joint to shell \_\_\_\_\_ % of strength of joint \_\_\_\_\_  
 Thickness of shell plates \_\_\_\_\_ Material \_\_\_\_\_ Description of longitudinal joint \_\_\_\_\_ Diam. of rivet holes \_\_\_\_\_  
 Working pressure of shell by rules \_\_\_\_\_ Crown plates \_\_\_\_\_ Thickness \_\_\_\_\_ How stayed \_\_\_\_\_

**SUPERHEATER.** Type \_\_\_\_\_ Date of Approval of Plan \_\_\_\_\_ Tested by Hydraulic Pressure to \_\_\_\_\_  
 Is a Safety Valve fitted to each Section of the Superheater which can be shut off from the Boiler \_\_\_\_\_  
 Pressure to which each is adjusted \_\_\_\_\_ Is Easing Gear fitted \_\_\_\_\_



IS A DONKEY BOILER FITTED?

no

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:— Two top end bolts & nuts; two bottom end bolts & nuts; two main bearing bolts & nuts, one set coupling bolts & nuts. 1 set of feed & bilge pump valves; one main & one donkey check valve, one pair main bearing brasses; 1 pair each top & bottom end brasses, 1 safety valve spring; a quantity of assorted bolts & nuts, & iron of various sizes.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops -- }  
{ During erection on board vessel --- }  
Total No. of visits

1920: Apr 30 to July 31<sup>st</sup>

10.

Is the approved plan of main boiler forwarded herewith

Is the approved plan of donkey boiler forwarded herewith

Dates of Examination of principal parts—Cylinders 2-5-20 Slides 2-5-20 Covers 2-5-20 Pistons 2-5-20 Rods 2-5-20

Connecting rods 2-5-20 Crank shaft 2-5-20 Thrust shaft 2-5-20 Tunnel shafts 2-5-20 Screw shaft  Propeller 2-7-20

Stern tube  Steam pipes tested 16-7-20 Engine and boiler seatings 26-5-20 Engines holding down bolts

Completion of pumping arrangements 19-7-20 Boilers fixed  Engines tried under steam 19-7-20

Completion of fitting sea connections  Stern tube  Screw shaft and propeller

Main boiler safety valves adjusted  not adjusted Thickness of adjusting washers 7

Material of Crank shaft Identification Mark on Do. 3985AH Material of Thrust shaft Identification Mark on Do. 3985

Material of Tunnel shafts Identification Marks on Do. 3985AH Material of Screw shafts Identification Marks on Do. 3985

Material of Steam Pipes S.D. Steel. Test pressure 600 lbs per sq in

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 Section 49 of the Rules been complied with

Is this machinery duplicate of a previous case  If so, state name of vessel "Kil" class.

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

The machinery of this vessel has been opened out & examined on board the vessel, & was found to be in accordance with the Rules of this Society, & in all respects similar to the machinery of "Kil" class vessels built in this district under this Society's inspection. The materials & workmanship are good. The main steam pipes have been tested as required by hydraulic pressure. The machinery is properly fitted & secured on board, & has been tested under full power & found satisfactory.

In my opinion the vessel will be eligible for the record LMC 7.20 when safety valves have been adjusted.

It was stated that this would be done on the vessel's arrival at Newcastle

Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	:	:	19
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	19

P. Fitzgerald  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. AUG. 31 1920

TUE. SEP. 14 1920

Assigned

LMC 7.20

FRI. NOV. 12 1920

FRI. JAN. 27 1921

FRI. AUG. 19 1921

TUE. AUG. 23 1921

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