

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

11th Nov. 1927

Date of writing Report 19 When handed in at Local Office 5. 5. 1927 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 27. 4. 26 Last Survey 3-5-1927
 Reg. Book. on the new steel S/S "KENSINGTON COURT" (Number of Visits 67)
 Built at Old Kilpatrick By whom built Napier & Miller Ltd Yard No. 257 Tons { Gross
 Engines made at Glasgow By whom made W. Rowan & Co Ltd Engine No. 840 when built 1927
 Boilers made at Glasgow By whom made W. Rowan & Co Ltd Boiler No. 840 when made 1927
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule 416 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended General cargo

REMAIN
 ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 74
 Dia. of Cylinders 26" 42" 40" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 13.5" Crank pin dia. 14 1/4" Crank webs Mid. length breadth 2 1/2" Thickness parallel to axis 8 3/4"
 as fitted 14" Mid. length thickness 8 3/4" Thickness around eye-hole 6 3/8"
 Intermediate Shafts, diameter as per Rule 12.86" Thrust shaft, diameter at collars as per Rule 13.5" as fitted 14 1/4"
 as fitted 13 3/8" Is the { tube } shaft fitted with a continuous liner { yes
 Tube Shafts, diameter as per Rule 14.32" as fitted 15" Is the { screw } shaft fitted with a continuous liner { yes
 as fitted 15" Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes as per Rule 3/4" Thickness between bushes as fitted 5/8"
 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 yes
 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 yes
 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 5' 0"
 Propeller, dia. 17' 6" Pitch 17' 0" No. of Blades 4 Material best iron whether Movable no Total Developed Surface 101 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 24" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 24" Can one be overhauled while the other is at work yes
 Feed { No. and size 2 @ 9 1/2" x 7 1/2" x 21" Pumps connected to the { No. and size General Bk 8 1/2 x 8. Ballast as under
 Pumps { How driven steam Main Bilge Line How driven steam
 Ballast Pumps, No. and size 2 @ 8 1/2 x 10 1/4 x 10 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 Engine room — 2 @ 3 1/2" Boiler room — 2 @ 3 1/2"
 In Holds, &c. No. 1 hold — 2 @ 3 1/2" No. 3 hold — 2 @ 3 1/2" No. 4 hold — 2 @ 3 1/2" No. 5 hold — 2 @ 3 1/2" Tunnel well — 1 @ 3 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 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 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 online
 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 forward hold suction How are they protected under timber boards
 What pipes pass through the deep tanks none Have they been tested as per Rule yes
 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 5) Total Heating Surface of Boilers 7080 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers three single ended 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 no Main Boilers yes Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval) General Pumping Arrangements with ship report Oil fuel Burning Piping Arrangements —
 Superheaters —
 SPARE GEAR. State the articles supplied:— In accordance with the Rules and in addition —
 one propeller shaft and one propeller.

The foregoing is a correct description,

For David Rowan & Co. Ltd
Arch. W. Grierson

Manufacturer.



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W 487-0074
Lloyd's Register
Foundation

1926 Apr 27 May 10 11 20 24 26 Jun 5 22 28 30 July 2 6 8 12 13 30 Aug 2 3 11 25 20 Sep 1 3 13 17 24 Oct 1 6 11 12 13 14 21 26 Nov 3 5 8 11 16 18 22 24 30 Dec 2 6 13 16 22 (1927) Jan 11 Feb 3 7 17 Mar 17 Apr 11 18 19 20

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

67

Dates of Examination of principal parts—Cylinders, 3-8-26 Slides 16-12-26 Covers 11-8-26

Pistons 11-8-26 Piston Rods 6-12-26 Connecting rods 1-10-26

Crank shaft 6-10-26 Thrust shaft 2-12-26 Intermediate shafts 13-9-26

Tube shaft Screw shaft 22-12-26 Propeller 22-12-26

Stern tube 17-3-27 Engine and boiler seatings 11-4-27 Engines holding down bolts 21-4-27

Completion of pumping arrangements 2-5-27 Boilers fixed 20-4-27 Engines tried under steam 3-5-27

Main boiler safety valves adjusted 26-4-27 Thickness of adjusting washers all 3/8"

Crank shaft material J. Steel Identification Mark LLOYDS No 1692 L.C.D. 6-10-26 Thrust shaft material J. Steel Identification Mark LLOYDS No 6870 L.C.D. 2-12-26

Intermediate shafts, material J. Steel Identification Marks LLOYDS No 840 L.C.D. 13-9-26 Tube shaft, material ✓ Identification Mark 3-9-26

Screw shaft, material J. Steel Identification Mark LLOYDS No 6871 L.C.D. 22-12-26 Steam Pipes, material Steel ✓ Test pressure 540lb Date of Test

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.)

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 5.27

It is submitted that this vessel is eligible for THE RECORD. +LMC 5.27. CL.

12/5/27

S. Davis
Engineer Surveyor to Lloyd's Register of Shipping

The amount of Entry Fee ... £ 5 : - : When applied for, 6/5/27

Special ... £ 87 : 8 : When received, 11.5.27

Donkey Boiler Fee ... £ : : 11.5.27

Travelling Expenses (if any) £ : : 11.5.27

Committee's Minute GLASGOW 10 MAY 1927

Assigned +LMC 5.27

CERTIFICATE WRITTEN 11/5/27

FRI. 29 JUL 1927



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5/5/27

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