

Rpt. 4.

No. 40049.

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 16 JUL 1929

Date of writing Report 15 July 1929 When handed in at Local Office 15 July 1929 Port of Hull.  
 No. in Survey held at 11503. on the "Steam Trawler" KINGSTON PERIDOT  
 Reg. Book. 11503. on the "Steam Trawler" KINGSTON PERIDOT  
 Date, First Survey 1 May Last Survey 11 July 1929  
 (Number of Visits 15.)  
 Built at Beverley By whom built Cook, Wellon & Co. Ltd Yard No. 522 When built 1929  
 Engines made at Hull By whom made Charles Holmes & Co. Ltd Engine No. 1374 when made 1929  
 Boilers made at Hull By whom made do Boiler No. 1374 when made 1929  
 Registered Horse Power Owners Kingston S. Trawling Co. Ltd Port belonging to  
 Nom. Horse Power as per Rule 96 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended Fishing.

Engines, &c.—Description of Engines Triple Expansion Revs. per minute  
 Dia. of Cylinders 13: 23: 37 Length of Stroke 36 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 7.1 Crank pin dia. 7.5 Crank webs Mid. length breadth 14.4 Thickness parallel to axis 4.78  
 as fitted 7.5 Mid. length thickness 4.78 shrunk Thickness around eye-hole 3.58  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 7.1  
 as fitted 7.5  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.6  
 as fitted 8.4 Is the tube screw shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule 7.6 Thickness between bushes as per Rule 3/8 Is the after end of the liner made watertight in the  
 as fitted 7.6 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  
 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 Is an approved Oil Gland or other appliance fitted at the after  
 end of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller 36  
 Propeller, dia. 9'-9" Pitch 10'-10 1/2 No. of Blades 4 Material CS whether Moveable No Total Developed Surface 34.75 sq. feet  
 Feed Pumps worked from the Main Engines, No. One Diameter 2 5/8 Stroke 14 3/4 Can one be overhauled while the other is at work  
 Bilge Pumps worked from the Main Engines, No. One Diameter 2 5/8 Stroke 14 3/4 Can one be overhauled while the other is at work  
 Feed Pumps No. and size One 6 x 4 1/2 x 6 Pumps connected to the No. and size One 6 x 3 1/2 x 6 + 3" Ejector  
 How driven Steam Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size 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 2 @ 2"  
 In Holds, &c. 5 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size One 3" Ejector 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 + strums  
 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 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 pass through the bunkers In wood Suctions. How are they protected Wood casings  
 What pipes pass through the deep tanks Have they been tested as per Rule  
 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 1698 Sq. feet.  
 Is Forced Draft fitted No. and Description of Boilers One Single ended Working Pressure 200 lbs. sq.  
 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)  
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: 2 Bolts + nuts for top ends, bottom ends + main  
 bearing. Set of coupling bolts + nuts. Set of feed + bilge pump  
 valves. main + donkey check valves. Safety valve spring.  
 Feed pump ram. Air. pump impeller + shaft. Bolts +  
 nuts of various sizes.

The foregoing is a correct description,

For CHARLES D. HOLMES & CO., LTD.

Manufacturer.



© 2020

Lloyd's Register  
Foundation



PILLARS,  
" "  
" "  
" "  
Centre L  
Stiffeners  
Plating,  
STRINGERS:  
Uppermost  
Stringer  
" "  
" "  
Thicknes  
in way  
Thicknes  
in way  
Thicknes  
If Sheath  
Second B  
Stringer I  
STRAK  
" -DEL  
OTTOM PLAT  
of Strakes .  
ILGE PLATING  
Strakes ....  
IDE PLATING  
Strakes ....  
PPER DECK,  
strake in W  
PPER DECK,  
strake in B  
TRAKE BELOW  
strake in W  
TRAKE BELOW  
strake in Bri  
OOP SIDE PLA  
RIDGE SIDE P  
OREC'TLE SIDE  
Total No. of  
Ex  
As  
IDSHIP BU  
" "  
" "  
" "  
OLLISION  
FTER PEAL  
M  
TEEL.  
H

1929. May 1. 8. 10. 14. 24. June 7. 10. 13. 14. 24. 28 July 2. 2. 8. 11.

Dates  
of Survey  
while  
building  
During progress of  
work in shops - -  
During erection on  
board vessel - - -  
Total No. of visits 15.

Dates of Examination of principal parts—Cylinders 24.5.29 Slides 19.6.29 Covers 24.5.29.  
Pistons 19.6.29 Piston Rods 24.5.29 Connecting rods 24.5.29  
Crank shaft 24.5.29 Thrust shaft 10.5.29 Intermediate shafts ✓  
Tube shaft ✓ Screw shaft 17.5.29 Propeller 17.5.29  
Stern tube 17.5.29 Engine and boiler seatings 2.7.29 Engines holding down bolts 28.6.29  
Completion of fitting sea connections 7.6.29  
Completion of pumping arrangements 8.4.29 Boilers fixed 2.7.29 Engines tried under steam 11.7.29  
Main boiler safety valves adjusted 8.4.29 Thickness of adjusting washers A 4 3/32 F 5 1/16  
Crank shaft material Steel Identification Mark 439 Thrust shaft material Steel Identification Mark 439  
Intermediate shafts, material Identification Marks ✓ Tube shaft, material Identification Mark  
Screw shaft, material Steel Identification Mark 439 Steam Pipes, material S.D. Copper Test pressure 400 Lbs Date of Test 2.7.29  
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 Yes If so, state name of vessel Kingston Turquoise.

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey & the materials & workmanship are sound & good. It has been satisfactorily fitted & has been tried under working conditions & all found in good order. It is eligible in my opinion to have record of + Linc. 7.29 C.L.

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 7.29-24 C.L.

17/7/29

The amount of Entry Fee ... £ 2 : 0 : 0  
Special ... £ 24 : 0 : 0  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 15 July 1929  
When received, 1.8.29

John Shacknady  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI 19 JUL 1929

Committee's Minute

Assigned + L.M.C. 7.29 C.L.