

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

11 MAY 1935

10 MAY 1935

Received at London Office

Date of writing Report 19 When handed in at Local Office 19 Port of Hull
 No. in Survey held at Reg. Book. Hull Date, First Survey 19th Dec. 1934 Last Survey 8th May 1935
 on the *Steel to K " Kingston Brysoberyl "* (Number of Visits 26.) Tons { Gross 447.94
 Net 173.77.
 Built at *Beverley* By whom built *Book, Welton & Gemmell Ltd.* Yard No. 602 When built 1935.4
 Engines made at *Hull* By whom made *Charles D. Holmes & Co. Ltd.* Engine No. 1475 When made 1935
 Boilers made at *Hull* By whom made *Charles D. Holmes & Co. Ltd.* Boiler No. 1475 When made 1935
 Registered Horse Power Owners *Kingston Steam Trawling Co. Ltd.* Port belonging to *Hull.*
 Nom. Horse Power as per Rule 117 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 *Compound - Reciprocating* Revs. per minute
 Dia. of Cylinders *13½" + 27"* Length of Stroke *27"* No. of Cylinders *2* No. of Cranks *2*
 Crank shaft, dia. of journals *as per Rule 7.6"* Crank pin dia. *7.75"* Crank webs *Mid. length breadth 12"* Thickness parallel to axis *5"*
as fitted 7.75" *Mid. length thickness 5"* Thickness around eye-hole *3½"*
 Intermediate Shafts, diameter *as per Rule 7.2"* Thrust shaft, diameter at collars *as per Rule 220-205 mm.*
as fitted 7.625" *as fitted 220-205 mm.*
 Tube Shafts, diameter *as per Rule 8.03"* Is the *tube* shaft fitted with a continuous liner *yes*
as fitted 8.375" *screw*
 Bronze Liners, thickness in way of bushes *as per Rule 18/32"* Thickness between bushes *as per Rule 13/32"* Is the after end of the liner made watertight in the
as fitted 18/32" *as fitted 13/32"* 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 *no* If so, state type Length of Bearing in Stern Bush next to and supporting propeller *36"*
 Propeller, dia. *10'6"* Pitch *11"* No. of Blades *4* Material *C.I.* whether Moveable *No.* Total Developed Surface *39* sq. feet
 Feed Pumps worked from the Main Engines, No. *One* Diameter *3"* Stroke *13½"* Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. *One* Diameter *3"* Stroke *13½"* Can one be overhauled while the other is at work
 Feed Pumps { No. and size *Duplex 4x5x6"* Pumps connected to the { No. and size *Duplex 4x5x6"* + *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 *Two 6x5½x15"*
 Are two independent means arranged for circulating water through the Oil Cooler *yes* Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room *2 @ 2" dia.* In Holds, &c. *5 @ 2" dia.*
 In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size *One 4¾"* 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*
 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 stakehold 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 *Forward 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
 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 *5"*) Total Heating Surface of Boilers *1940 sq. ft.*
 Is Forced Draft fitted *no* No. and Description of Boilers *One single ended* Working Pressure *215 #/sq.*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes.*
 IS A DONKEY BOILER FITTED? *no* If so, is a report now forwarded?
 Is the donkey boiler intended to be used for domestic purposes only
 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.

Has the spare gear required by the Rules been supplied *yes.*

State the principal additional spare gear supplied

*One set of air pump valves.
 Main and donkey check valve seats.
 Impeller & shaft for centrifugal pumps.
 Top & bottom end bolts for centrifugal pumps.
 Valves for duplex pump.
 Feed pump ram.
 Safety valve spring.*

The foregoing is a correct description,
 FOR CHARLES D. HOLMES & CO., LTD,

Manufacturer.



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Lloyd's Register
Foundation

002260-002268-0103

Dates of Survey while building
During progress of work in shops - - 1934: - Dec. 19.
During erection on board vessel - - - 1935: - Jan 4 14 21 24 31 Feb 7 15 22 26 28
Mar 5 7 15 18 21 25 26 Apr 3 4 5 9 11 12 29 May 8.
Total No. of visits 26

Dates of Examination of principal parts - Cylinders 26-3-35 Slides 18-3-35 Covers 18-3-35
Pistons 26-3-35 Piston Rods 26-3-35 Connecting rods 26-3-35
Crank shaft 18-3-35 Thrust shaft See Nwc Rpt 92384 Intermediate shafts No 1 5-3-35 No 2 15-3-35
Tube shaft ✓ Screw shaft 26-2-35 Propeller 26-2-35
Stern tube 26-2-35 Engine and boiler seatings 25-3-35 Engines holding down bolts 4-4-35
Completion of fitting sea connections 7-3-35
Completion of pumping arrangements 11-4-35 Boilers fixed 3-4-35 Engines tried under steam 12-4-35
Main boiler safety valves adjusted 12-4-35 Thickness of adjusting washers P+S 3/8"
Crank shaft material Steel Identification Mark 955 Thrust shaft material See Nwc Rpt 92384 Identification Mark ✓
Intermediate shafts, material Steel Identification Marks 955 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark 955 Steam Pipes, material B. Copper Test pressure 430 lbs Date of Test 5-4-35
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for the use of oil as fuel been complied with ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with ✓
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
Is this machinery duplicate of a previous case Yes If so, state name of vessel "Kingston Cairngorm"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel (please see Nwc Report 92384) has been built under special survey and in accordance with the approved plans and the Rules; the materials and workmanships are sound and good.
It has been tried under working conditions and found satisfactory and is eligible in my opinion, to be classed with record LMC 535 CL.

The Newcastle Report No 92384 and plans relating to the turbine of this installation are forwarded herewith.

The amount of Entry Fee ... £ 3 : 0 :
PART Special ... £ 25 : 17 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for 26 APR 1935
When received 1-6 1935 3/6
L. Moffatt.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned + Lmb 5-35 CL