

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 JUN 1930

Date of writing Report 1930 6 June 30 When handed in at Local Office 20 June 30 Port of Hull
 No. in Survey held at Hull Date, First Survey 17 Dec 29 Last Survey 7 June 1930
 Reg. Book. on the Steam Trawler "KINGSTON CYANITE" (Number of Visits 11)
 Built at Bessey By whom built Cook, Nelson & Semmell Ltd Yard No. 541 Tons } Gross 365.42
 Engines made at Hull By whom made Charles D. Holmes Ltd Engine No. 1391 when built 1930 } Net 149.05
 Boilers made at Hull By whom made do Boiler No. 1391 when made 1930
 Registered Horse Power Owners Kingston S. Trawling Co Ltd Port belonging to Hull
 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
 Dia. of Cylinders 13.23 37 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 42 as fitted 42 Crank pin dia. 6.9 Crank webs Mid. length breadth 4.4 Mid. length thickness 4.78 shrunk Thickness parallel to axis 4.78 Thickness around eye-hole 3.78
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule 7.1 as fitted 7.2
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 8.4 as fitted Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule as fitted 7/16 Thickness between bushes as per Rule as fitted 3/8 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 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 36
 Propeller, dia. 10.0 Pitch 10.10 1/2 No. of Blades 4 Material Cast 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 How driven Steam Pumps connected to the Main Bilge Line No. and size one 6 x 4 1/2 x 6 + 3 1/2 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 + Stems
 Are all Sea Connections filled 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 Forward Suctions How are they protected Good casing
 What pipes pass through the deep tanks 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 worked from Yes

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 1698 Sq. feet
 Is Forced Draft fitted No No. and Description of Boilers one Single ended Working Pressure 200 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? No

PLANS. Are approved plans forwarded herewith for Shafting 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: Two bolts + nuts for top ends bottom ends and main bearings. Set of coupling bolts + nuts. Valve for air, feed, bilge + donkey pumps. Safety valve spring. Main and donkey check valves + seats. Air pump impeller + spindle. Feed pump ram. Bolts + nuts for various sizes.

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

J. Cooper

Manufacturer.



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NOTE.—The words which do not apply should be crossed out.

78904

Dates of Survey while building

During progress of work in shops -- 1929 Dec 17, 1930 Jan 20, Feb 6, 12, 20, 21, 24, Mar 3, 5, 10, 27, 31, Apr 2, 7, 16, May 5, 14, June 2, 3, 5, 7.

During erection on board vessel ---

Total No. of visits 21

Dates of Examination of principal parts—Cylinders 2.4.30 Slides 16.4.30 Covers 2.4.30

Pistons 16.4.30 Piston Rods 7.4.30 Connecting rods 7.4.30

Crank shaft 27.5.30 Thrust shaft 2nd 2.30 Intermediate shafts ✓

Tube shaft ✓ Screw shaft 20.2.30 Propeller 20.2.30

Stern tube 20.2.30 Engine and boiler seatings 3.6.30 Engines holding down bolts 3.6.30

Completion of fitting sea connections 14.5.30

Completion of pumping arrangements 7.6.30 Boilers fixed 1.6.30 Engines tried under steam 7.6.30

Main boiler safety valves adjusted 7.6.30 Thickness of adjusting washers 5 3/8" 5 3/8"

Crank shaft material Steel Identification Mark *Large 522* Thrust shaft material Steel Identification Mark *Large 522*

Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark *Large 522* Steam Pipes, material S.D. Copper Test pressure 400 lbs Date of Test 5.6.30

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 the use of oil as fuel been complied with ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *"Kington Coal"*

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 on board, tried under working conditions & found in good order. It is eligible in my opinion to have record of + L.M.C. 6.30.*

The forging reports were sent with I.C. report on S.T. "Kington Coal"

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 6.30 C-L.

J. H. 26/6/30

The amount of Entry Fee ... £ 2 : 0 : 0

Special ... £ 24 : 0 : 0

Donkey Boiler Fee ... £ : : 0

Travelling Expenses (if any) £ : : 0

When applied for, 19 June 1930

When received, 27 July 1930

John A. Mackintosh
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 27 JUN 1930

Assigned + L.M.C. 6.30

C.L.

CERTIFICATE WRITTEN.



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