

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 23 MAY 1929

Date of writing Report *May 5 1929* When handed in at Local Office *May 10 1929* Port of *HULL*

No. in Survey held at *Hull* Date, First Survey *15 Mar* Last Survey *18 May 1929*

Reg. Book *61512 on the Steam Trawler "KINGSTON TURQUOISE"* (Number of Visits *12*) Tons *Gross 351.81 Net 149.96*

Built at *Beverly* By whom built *Cook, Dutton & Hammett Ltd* Yard No. *519* When built *1929*

Engines made at *Hull* By whom made *Charles D. Holmes & Co Ltd* Engine No. *1364* when made *1929*

Boilers made at *Hull* By whom made *do* Boiler No. *1364* when made *1929*

Registered Horse Power *96* 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* Revs. per minute *3*

Dia. of Cylinders *13, 23, 37* Length of Stroke *26* No. of Cylinders *3* No. of Cranks *3*

Crank shaft, dia. of journals *7.1* as per Rule *7.1* as fitted *7.1* Crank pin dia. *7.1* Crank webs *14.4* Mid. length breadth *14.4* Thickness parallel to axis *4.78*

Intermediate Shafts, diameter *6.8* as per Rule *6.8* as fitted *6.8* Thrust shaft, diameter at collars *7.1* as per Rule *7.1* as fitted *7.1*

Tube Shafts, diameter *8.4* as per Rule *8.4* as fitted *8.4* Is the { tube } shaft fitted with a continuous liner { *Yes* }

Bronze Liners, thickness in way of bushes *1.6* as per Rule *1.6* as fitted *1.6* Thickness between bushes *3.8* as per Rule *3.8* 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 *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 *Yes* Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft *Yes*

Length of Bearing in Stern Bush next to and supporting propeller *36*

Propeller, dia. *9.9* Pitch *10.105* 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 *2.78* Stroke *14.4* Can one be overhauled while the other is at work *Yes*

Bilge Pumps worked from the Main Engines, No. *One* Diameter *2.78* Stroke *14.4* Can one be overhauled while the other is at work *Yes*

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" Jacket* }

How driven *Steam* Main Bilge Line How driven *Steam*

Ballast Pumps, No. and size *2 @ 2.5* Lubricating Oil Pumps, including Spare Pump, No. and size *5 @ 2.5*

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 @ 2.5*

In Holds, &c. *5 @ 2.5*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *One 3" Jacket* Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *One 3" Jacket*

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 & strum*

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*

That Pipes pass through the bunkers *Inward Suctions* How are they protected *Wood casings*

That pipes pass through the deep tanks *Yes* 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 *Yes*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *1698 Sq. ft.*

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? *Yes*

PLANS. Are approved plans forwarded herewith for Shafting *Yes* Main Boilers *Yes* Auxiliary Boilers *Yes* Donkey Boilers *Yes*

(If not state date of approval)

PREHEATERS. General Pumping Arrangements *Yes* Oil fuel Burning Piping Arrangements *Yes*

SPARE GEAR. State the articles supplied: *2 Bolts & nuts for top ends, bottom ends and*

main bearings. 1 set of coupling bolts & nuts. 1 set of feed & bilge pump

valves. main & donkey check valves. Safety valve spring.

Feed pump ram. KC. Pump impeller & shaft. Bolts & nuts

of various sizes.

The foregoing is a correct description,

For CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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Lloyd's Register
Foundation

002701-002710-0121

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

1929.

Mar 15. 19. 21. 26. 28. Apr 4. 10. 16. 23. May 14. 16. 18.

Dates of Examination of principal parts—Cylinders 4. 4. 29 Slides 10. 4. 29 Covers 4. 4. 29
Pistons 10. 4. 29 Piston Rods 4. 4. 29 Connecting rods 4. 4. 29
Crank shaft 4. 4. 29 Thrust shaft 16. 4. 29 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 4. 4. 29 Propeller 4. 4. 29
Stern tube 4. 4. 29 Engine and boiler seatings 14. 5. 29 Engines holding down bolts 14. 5. 29.

Completion of fitting sea connections

23. 4. 29

Completion of pumping arrangements

18. 5. 29

Boilers fixed

14. 5. 29.

Engines tried under steam

18. 5. 29

Main boiler safety valves adjusted

18. 5. 29

Thickness of adjusting washers

3/8 F.

1/2 A.

Crank shaft material

Steel

Identification Mark

Logo 432

Thrust shaft material

Steel

Identification Mark

Logo 432

Intermediate shafts, material

✓

Identification Marks

✓

Tube shaft, material

✓

Identification Mark

✓

Screw shaft, material

Steel

Identification Mark

Logo 432

Steam Pipes, material

B. Copper

Test pressure

400 lb.

Date of Test

16. 5. 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

No.

If so, state name of vessel

Kington Jacinth.

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 found a 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. 5. 29 Cl.

It is submitted that this vessel is eligible for THE RECORD.

+ Lmc. 5. 29. Cl.

Rm 25A.

29. 5. 29

Pl.

The amount of Entry Fee ... £ 2 : 0 :

Special ... £ 24 : 0 :

Donkey Boiler Fee ... £ :

Travelling Expenses (if any) £ :

When applied for,

29 May 1929

When received,

1. 6. 29

John H. Mackenzie.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 31 MAY 1929

Assigned

+ L. M. C. 5. 29 Cl.

CERTIFICATE WRITTEN



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