

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 19 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*)

Gross Tons *351.81* Net Tons *149.96*

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

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

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

Registered Horse Power Owners *Kingston S. Trawling Co Ld* 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 as per Rule *7.1* as fitted *7.2* Crank pin dia. *7.2* Crank webs Mid. length breadth *14.4* Mid. length thickness *4.78* Thickness parallel to axis *4.78* Thickness around eye-hole *3.8*

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

Tube Shafts, diameter as per Rule *8.4* 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 *1/16* as fitted *1/16* Thickness between bushes 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 *10-10.5* No. of Blades *4* Material *CS.* whether Moveable *No* Total Developed Surface *34.76* sq. feet

Feed Pumps worked from the Main Engines, No. *one* Diameter *2 3/8* Stroke *14 3/4* Can one be overhauled while the other is at work *Yes*

Bilge Pumps worked from the Main Engines, No. *one* Diameter *2 3/8* Stroke *14 3/4* Can one be overhauled while the other is at work *Yes*

Feed Pumps { No. and size *one, 6 x 4 1/2 x 6* / How driven *Steam* } Pumps connected to the Main Bilge Line { No. and size *one, 6 x 3 1/2 x 6 + 3" ejector* / How driven *Steam* }

Ballast Pumps, No. and size *one, 6 x 4 1/2 x 6* Lubricating Oil Pumps, including Spare Pump, No. and size *one, 6 x 4 1/2 x 6*

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 @ 2"*

In Holds, &c. *2 @ 2" / 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*

That Pipes pass through the bunkers *Forward 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? *No*

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

Superheaters *Yes* 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. Lt of coupling bolts + nuts. Lt of feed + bilge pump valves main + donkey check valves. Safety valve spring. Feed pump ram. C. Pump impeller + shaft. Bolts + nuts of various sizes.*

The foregoing is a correct description,

FOR CHARLES D. HOLMES & CO., LTD.

J. C. Cooper

Manufacturer.



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Lloyd's Register Foundation

1929. Mar 15. 19. 21. 26. 28. Apr 4. 10. 16. 23. May 14. 16. 18.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 12.

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. 1/32 A.

Crank shaft material Steel Identification Mark *432* Thrust shaft material Steel Identification Mark *432*

Intermediate shafts, material ✓ Identification Marks *432* Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark *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 *Yes*. If so, state name of vessel *Kingston 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. + L.M.C. 5.29 Cl.

Rm 25A
29.5.29

John H. Mackenzie
Engineer Surveyor to Lloyd's Register of Shipping.

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

Committee's Minute FRI. 31 MAY 1929 ✓
Assigned *+ L.M.C. 5.29 Cl.*

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

CERTIFICATE WRITTEN

