

AMB

No. 46604

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

6 MAR 1936

Port of

Date of writing Report

19

When handed in at Local Office

19

No. in Survey held at
Reg. Book.

Hull

Date, First Survey

24th Nov. 1935

Last Survey

28th Feb. 1936

(Number of Visits

39)

Gross

433

Net

166

Built at

Beverley

By whom built

Cook, Welton & Lemmell Ltd.

Yard No.

607

When built

1936

Engines made at

Hull

By whom made

C.D. Holmes & Co Ltd.

Engine No.

1492

when made

1936

Boilers made at

do

By whom made

do

Boiler No.

1492

when made

1936

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

Turbo-Compound { See also Newcastle 1st Entry } Rpt No 93391

Revs. per minute

Dia. of Cylinders

13 1/2" x 27"

Length of Stroke

27"

No. of Cylinders

2

No. of Cranks

2

Crank shaft, dia. of journals

as per Rule 7.6"

as fitted 7.75"

Crank pin dia. 7.75"

Crank webs

Mid. length breadth 1 1/2"

Mid. length thickness 5/8"

shrink

Thickness parallel to axis 5"

Thickness around eye-hole 3 1/2"

Intermediate Shafts, diameter

as per Rule 7.2"

as fitted 7.625"

Thrust shaft, diameter at collars

as per Rule 220-205 mm

as fitted

APPROVED

Tube Shafts, diameter

as per Rule 8.03"

as fitted 8.375"

Screw Shaft, diameter

as per Rule 8.03"

as fitted 8.375"

Is the

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 17/32"

as fitted 9/16"

Thickness between bushes

as per Rule 13/32"

as fitted 15/32"

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

Yes

If so, state type

Yes

Length of Bearing in Stern Bush next to and supporting propeller

36"

Propeller, dia.

10'-6"

Pitch

11'-0"

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

13 1/2"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

one

Diameter

3"

Stroke

13 1/2"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

One 7" x 5" x 6" Duplex

Pumps connected to the

Main Bilge Line

No. and size

Gen. Service Pump (7 x 5 x 6) & 3" Ejector

How driven

Steam

Gen. Service Pump

How driven

Steam

How driven

Steam

How driven

Steam

Ballast Pumps, No. and size

2 Simplex 6 x 5 1/2 x 15"

Lubricating Oil Pumps, including Spare Pump, No. and size

2 Simplex 6 x 5 1/2 x 15"

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

Main Water Circulating Pump Direct Bilge Suctions, No. and size

One 4 3/4" 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

Yes

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

Wood casings

What 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

MAIN BOILERS, &c.—(Letter for record "S")

Yes

Total Heating Surface of Boilers

1940 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

One Single-ended

Working Pressure

215 lbs. sq. in.

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 No. 13/11/35

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

Superheaters

No

24/11/35

General Pumping Arrangements

No

27/11/36

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

One set of air pump valves, 1 main & 1 aux check valves

& seats, 1 feed pump ram, 1 set of aux. pump valves, Cent. pump impeller, shaft and

top & butt end bolts. 1 safety valve spring, 1 set feed & bilge pump valves, 3 condenser

tubes & 12 ferrules.

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

Dr. Cooper

Manufacturer.



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Lloyd's Register

002970-002977-0102

Dates of Survey while building
During progress of work in shops - - 1935: - Nov 27 (Dec. 3-5-10-13-16-19-20-24-31.
During erection on board vessel - - - 1936: - Jan. 6-8-15-20-21-24-29-31. Feb. 4-5-7-10-11.
14-17-19-19-20-21-24-24-25-26-26-28.
Total No. of visits 37

Dates of Examination of principal parts - Cylinders 19/24/12/35 Slides 21/1/36 Covers 8/1/36
Pistons 8/1/36 Piston Rods 8/1/36 Connecting rods 19/12/36
Crank shaft 6/1/36 Thrust shaft - Intermediate shafts 19/20/12/35
Tube shaft - Screw shaft 10/20/12/35 Propeller 8/1/36
Stern tube 8/1/36 Engine and boiler seatings 20/1/36 Engines holding down bolts 17/2/36
Completion of fitting sea connections 20/1/36
Completion of pumping arrangements 26/2/36 Boilers fixed 14/2/36 Engines tried under steam 26/2/36
Main boiler safety valves adjusted 26/2/36 Thickness of adjusting washers F & A 5/16" Suphter 7/32"
Crank shaft material Steel Identification Mark N° 999 Thrust shaft material - Identification Mark -
Intermediate shafts, material Steel Identification Marks N° 999 Tube shaft, material - Identification Mark -
Screw shaft, material Steel Identification Mark N° 999 Steam Pipes, material Steel Test pressure 645 lb/sq. in. Date of Test 17/2/36
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 -
Is this machinery duplicate of a previous case Yes If so, state name of vessel "Kingston Chrysoberyl"
Hull Rpt N° 45762.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special Survey, in accordance with the approved plans, the materials and workmanship being sound and good. It has been satisfactorily fitted on board, tried under steam, and found good. It is eligible in my opinion, to have record + L.M.C. 3.36-T.S. (C.L.)

The 1st Entry Report on the Turbine, Gearing, and Thrustshaft (Newcastle Rpt N° 93391) is forwarded herewith.

The forging reports for this vessel will be forwarded on completion of the last sister vessel (Messrs C.D. Holmes & Co's Engines N° 1495).

The amount of Entry Fee ... £ 3 : 0 : When applied for,
Special ... £ 25 : 14 : 6 MAR 1936
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 3.4 19.36 6/14

Committee's Minute

TUE. 10 MAR 1936

Assigned

+ L.M.C. 2.36

M.B. Edwards
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation