

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office SEP 30 1937

Date of writing Report

10

When handed in at Local Office

27.9.37 Port of

Chidderbrough

No. in Survey held at

South Bank

Date, First Survey

26 Apr

Last Survey

11 Sept 1937

Reg. Book

17902

Type

Steam Trawler

Kingston Amber

Built at

South Bank

By whom built

Smith's Dock Co Ltd

Yard No.

1047

When built

1937

Engines made at

"

By whom made

"

Engine No.

514

when made

1937

Boilers made at

H. Hartlepool

By whom made

Richardson Westgarth & Co Ltd

Boiler No.

D 514

when made

1937

Registered Horse Power

Owners

Kingston Steam Trawl Co Ltd

Port belonging to

Hull

Nom. Horse Power as per Rule

133

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 140

Dia. of Cylinders

13 1/2 - 22 1/2 - 39

Length of Stroke

26

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7 7/8

Crank pin dia.

8

Crank webs

Mid. length breadth 11 1/2

Mid. length thickness 4 7/8

Thickness parallel to axis 4 7/8

Thickness around eye-hole 3 1/2

Intermediate Shafts, diameter

as per Rule 7.37

as fitted 7 1/2

Thrust shaft, diameter at collars

as per Rule 7.74

as fitted 7 7/8

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.18

as fitted 8 1/2

Is the screw shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule 3 7/8

as fitted 3 7/8

Thickness between bushes

as per Rule 4 1/8

as fitted 4 1/8

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

no

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

3-6

Propeller, dia.

10-0

Pitch

9-9

No. of Blades

4

Material

C.I.

whether Moveable

Feed Pumps worked from the Main Engines, No.

1

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.

1

Diameter

3

Stroke

13 1/2

Can one be overhauled while the other is at work

yes

Feed Pumps

No. and size

1-6x4 1/2 x 6 Duplex

Pumps connected to the

Main Bilge Line

No. and size

1-6x4 1/2 x 6 + Ejector

How driven

Steam

Ballast Pumps, No. and size

1-6x4 1/2 x 6

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

yes

Are two independent means arranged for circulating water through the Oil Cooler

yes

Bilge Pumps;—In Engine and Boiler Room

2-2

In Holds, &c.

2-6 for Store

2-6 for Fish Room

2-6 for Slush well

2-6 for Fish

2-6 for Fish

2-6 for Fish

Room Cofferdam

2-6 for Slush well

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

1-2 1/2

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1-2 1/2 Ejector

Are all the Bilge Suction Pipes in holds and bilges 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 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

What Pipes pass through the bunkers

Steam to Hatch & Wash deck

How are they protected

Steel 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

MAIN BOILERS, &c.—(Letter for record

S)

Total Heating Surface of Boilers

2500

Is Forced Draft fitted

yes

No. and Description of Boilers

1 13A

Working Pressure

225

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

8.9.33

Main Boilers

yes

Auxiliary Boilers

yes

Donkey Boilers

yes

Superheaters

6.10.33

General Pumping Arrangements

yes

Oil fuel Burning Piping Arrangements

yes

SPARE GEAR. State the articles supplied:—

as per rule and

6 piston bolts & nuts

1 Safety Valve Spring

1 main & 1 auxiliary check valve

1 set air pump valves

The foregoing is a correct description,
FOR SMITH'S DOCK CO. LTD.

M. W. W. W.

Manufacturer.



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Lloyd's Register
Foundation

003024-003037-0181

During progress of work in shops - - 1937: Apr 26. 28 May 4 6 28 June 8. 10. 11. 17. 21. 22. 28. 30 July 1

Dates of Survey while building During erection on board vessel - - 20. 22 Aug 10. 25 Sept 2 4. 7. 11

Total No. of visits 22

Dates of Examination of principal parts—Cylinders 21/6/37 Slides 21/6/37 Covers 21/6/37

Pistons 21/6/37 Piston Rods 21/6/37 Connecting rods 28/6/37

Crank shaft 6/7/37 & 22/7/37 Thrust shaft 6/7/37 & 22/7/37 Intermediate shafts 6/7/37 & 22/7/37

Tube shaft 6/7/37 Screw shaft 6/7/37 Propeller 6/7/37

Stern tube 6/7/37 Engine and boiler seatings 22/7/37 Engines holding down bolts 22/7/37

Completion of fitting sea connections 6/7/37

Completion of pumping arrangements 7/9/37 Boilers fixed 21/9/37 Engines tried under steam 7/9/37 & 11/9/37

Main boiler safety valves adjusted 7/9/37 Thickness of adjusting washers P 7/32 S 3/8 Superheat 7/32 29/4/37

Crank shaft material Steel Identification Mark 3056 29/4/37 JFC Thrust shaft material Steel Identification Mark 3057 JFC

Intermediate shafts, material Steel Identification Marks 3058 JFC 29-4-37 Tube shaft, material Steel Identification Mark 3059 29/4/37 JFC

Screw shaft, material Steel Identification Mark 3059 29/4/37 JFC Steam Pipes, material Steel Test pressure 675 lbs Date of Test 2/9/37

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 ✓ 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 Trawler Wolborough Off. 16/9/37

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

The material & workmanship are good.

The machinery has been built under Special Survey in accordance with the approved plans & the requirements of the Rules.

It has been securely fitted on board & tested under working conditions & found satisfactory.

The machinery is eligible in my opinion to have the record. + LMC 9.37

Held over awaiting E.L. aft which will be forwarded in a day or two

The amount of Entry Fee ... £ 3 : 0.0 When applied for, 28.9.1937

Less Boiler Special ... £ 16 : 12.0

Donkey Boiler Fee ... £ : : When received, 1.11.1937

Travelling Expenses (if any) £ : : 2/11

Committee's Minute FRI 15 OCT 1937

Assigned + LMC 9.37

Sp. 2d CL

Re. C. J. F. J. T. T.

Engineer Surveyor to Lloyd's Register of Shipping.



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