

Rpt. 4.

No. 52237.

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19... When handed in at Local Office 19... Port of Hull  
 No. in Survey held at Hull Date, First Survey 4. 5. 43 Last Survey 23. 11. 1943.  
 Reg. Book (Number of Visits 64) Tons Gross 452 Net 144  
 on the H.M.T. KITTERN J. 2719.  
 Built at BEVERLEY By whom built C. A. Wells & Hemmell & Co Yard No. 720. When built 1943  
 Engines made at Hull By whom made Chas. D. Hulse & Co Engine No. 1660. When made  
 Boilers made at Hull By whom made Chas. D. Hulse & Co Boiler No. 1660. When made  
 Registered Horse Power Owners The Admiralty Port belonging to  
 Nom. Horse Power as per Rule 156. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which vessel is intended Common Service

ENGINES, &c.—Description of Engines Triple Expansion CONTRACT Revs. per minute 150  
 Dia. of Cylinders 13 1/2" 23" 38" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3.  
 Crank shaft, dia. of journals as per Rule 7.5 as fitted 7 7/8" Crank pin dia. 7 7/8" Mid. length breadth ✓ Thickness parallel to axis 4 13/16" shrunk  
 as fitted 7 7/8" Crank webs Mid. length thickness ✓ Thickness around eye-hole 3 7/16"  
 Intermediate Shafts, diameter as per Rule 7.15 as fitted 7 1/4" Thrust shaft, diameter at collars as per Rule 7.5 as fitted 7 7/8"  
 Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 8.2 as fitted 8 1/4" Is the {tube screw} shaft fitted with a continuous liner { } No  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss ✓  
 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  
 at of Yes If so, state type NEWARK Length of Bearing in Stern Bush next to and supporting propeller 36 1/2"  
 Propeller, dia. 105" Pitch 9' 4" No. of Blades 3 Material C.I. whether Moveable Solid Total Developed Surface 30 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 ✓ Diameter 2 1/2" Stroke 15 ✓ Can one be overhauled while the other is at work Yes ✓  
 Bilge Pumps worked from the Main Engines, No. 2 ✓ Diameter 2 1/2" Stroke 15 ✓ Can one be overhauled while the other is at work Yes ✓  
 Feed Pumps { No. and size One 4 x 6 x 12 Weirs ✓ Pumps connected to the { No. and size One 6 x 5 1/2 x 15 Weirs ✓  
 How driven Independent Steam ✓ Main Bilge Line How driven Independent Steam also Donkey ✓  
 Ballast Pumps, No. and size none Lubricating Oil Pumps, including Spare Pump, No. and size none  
 Are two independent means arranged for circulating water through the Oil Cooler none Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps:—In Engine and Boiler Room Eng. room 2 @ 2" dia, one at 3 1/2" dia. Stokehold 2 @ 2" dia. ✓  
 In Pump Room None ✓ In Holds, &c. One 2" dia. in each of the following: forepeak, chain locker, Asdic space, magazine, Spirit Room, Bunker, Shaft space & after peak ✓  
 Main Water Circulating Pump Direct Bilge Suctions, No. and size One 2 1/2" ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size One 2 3/4" (included above) ✓ 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. at wk  
 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. No  
 What Pipes pass through the bunkers. Feed tank suction ✓ How are they protected. Wood casing ✓  
 What pipes pass through the deep tanks. None ✓ Have they been tested as per Rule. ✓  
 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. no access from flat above ✓

MAIN BOILERS, &c.—(Letter for record S ✓) Total Heating Surface of Boilers 2650 ft<sup>2</sup> ✓  
 Which Boilers are fitted with Forced Draft. all ✓ Which Boilers are fitted with Superheaters. none ✓  
 No. and Description of Boilers One S.B. ✓ 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? ✓  
 Can the donkey boiler be used for domestic purposes only 15.2.43/5.  
 PLANS. Are approved plans forwarded herewith for Shafting 17-7-39 Main Boilers 17-7-39 Auxiliary Boilers none Donkey Boilers none  
 (If not state date of approval)  
 Superheaters. none General Pumping Arrangements 17-10-39 Oil fuel Burning Piping Arrangements. none

## SPARE GEAR.

Has the spare gear required by the Rules been supplied. yes ✓  
 State the principal additional spare gear supplied. See attached list

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

Manufacturer.



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609789-009795-0208



# KITTERN.

Dates of Survey while building

During progress of work in shops - - { 1943. May 7. 14. 21. June 11. 19. July 2. 8. 9. 12. 20. Aug 6. 10. 13. 19. 21. 24. 27. Sept. 3. 6. 10. 13. 14. 18. 22. 24. 28. Oct. 1. 4. 9. 13. 14. 15. 18. 19. 24. Nov. 4.

During erection on board vessel - - { 1943 Aug 19. SEP 9. OCT 6, 8, 12, 18, 19, 22, 25, 26, 27, 28. Nov. 1, 3, 4, 5, 8, 10, 11, 12, 13. Nov 15, 16, 21, 22, 23.

Total No. of visits 64.

Dates of Examination of principal parts—Cylinders 14/9/43. 10/9/43. Slides 4/9/43. 27/9/43. Covers 14/9/43. 10/9/43.

Pistons 27/9/43. Piston Rods 27/9/43. Connecting rods 27/9/43.

Crank shaft 15/9/43. Thrust shaft 27/8/43. Intermediate shafts 24/8/43. 15/9/43.

Tube shaft None Screw shaft 10/8/43. Propeller 8/10/43.

Stern tube 19/8/43. Engine and boiler seatings 8/10/43. Engines holding down bolts 18/10/43.

Completion of fitting sea connections 19/8/43.

Completion of pumping arrangements 4/11/43. Boilers fixed 18/10/43. Engines tried under steam 4/11/43. 13/11/43.

Main boiler safety valves adjusted 4/11/43. Thickness of adjusting washers P. 5 1/32"

Crank shaft material F. I. Steel. Identification Mark P. 13 F.W. 5/7/43. J. 932 F.W. 4/6/43. Thrust shaft material F. I. Steel. Identification Mark 1285. A.C. 9. 10-8.43.

Intermediate shafts, material F. I. Steel. Identification Marks P. 2073. J. B. G. 29/7/43. H. 2074. Tube shaft, material None. Identification Mark —

Screw shaft, material F. I. Steel. Identification Mark 806. F.W. 15.4.43. Steam Pipes, material Steel. Test pressure 600 lb/sq. in. Date of Test 27.10.43.

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. ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with. ✓

Is this machinery duplicate of a previous case. Yes ✓ If so, state name of vessel H.M.T. GULLAND

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

The machinery of this vessel has been constructed in accordance with the approved Admiralty plans, the Society's Rules, of tested material supplied by firms approved by the Society. The workmanship and materials are good.

The Machinery and auxiliaries have been fitted aboard and when tried under steam at as near full power as practicable in the basin were found satisfactory in every respect.

The Vessel is eligible, in our opinion, when classed to have the records of L.M.C. 11,43. and O.G. and the notation T. 3 cf. 13 1/2, 23, 38, - 27 156 NHP. 200 lb 15B. 3. cf. G. 5.63. H.S. 2650. F-9.

ADMIRALTY

A/c rendered from 9.12.43. London

The amount of Entry Fee ... £ 39 - 0 : When applied for, 30 NOV 1943

Special Class. (M) ... £ 36 - 0 : When received, 19

Donkey Boiler Fee ... £ : : 19

Travelling Expenses (if any) £ : : 19

W. S. Shields. J. P. Allen. Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 7 DEC 1943

Committee's Minute

Assigned

+ LMC 11.43



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