

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

30 NOV 1943

Received at London Office.

2 DEC 1943

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 J. 2719 (Number of Visits 64) Tons Gross 452 Net 144
 on the H.M.T. KITTERN
 Built at BEVERLEY By whom built Cob Wells & Spennell & Co Yard No. 720 When built 1943
 Engines made at HULL By whom made Chas. D. Holmes & Co Engine No. 1660 When made 1943
 Boilers made at HULL By whom made Chas. D. Holmes & Co Boiler No. 1660 When made 1943
 Registered Horse Power 156 Owners The Admiralty Port belonging to Government Service
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

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 Crank pin dia. 7 7/8 Mid. length breadth ✓ Thickness parallel to axis 4 13/16
 as fitted 7 7/8 Crank webs ✓ shrunk Thickness around eye-hole 3 3/16
 Intermediate Shafts, diameter as per Rule 7.15 Thrust shaft, diameter at collars as per Rule 7.5
 as fitted 7 1/4 as fitted 7 7/8
 Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 8.2 Is the tube shaft fitted with a continuous liner ✓
 as fitted ✓ as fitted 8 1/4 as fitted ✓

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 ✓

Propeller, dia. 105 Pitch 9-4 No. of Blades 3 Material C.I. whether Moveable Solid Length of Bearing in Stern Bush next to and supporting propeller 36 1/2 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 Main Bilge Line { No. and size One 6 x 5 1/2 x 15 Weirs
 How driven Independent Steam 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 1/2" 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 worked from

MAIN BOILERS, &c.—(Letter for record 3) Total Heating Surface of Boilers 2650 ft²
 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 ✓
 PLANS. Are approved plans forwarded herewith for Shafting 17-7-39 Main Boilers 15.2.43/5 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.

W.R. Evans

Manufacturer.



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KITTERN.

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. 24. Sept. 3. 6. 10. 13. 14. 18.
 18. 24. 28. Oct. 1. 7. 9. 13. 14. 15. 18. 19. 24. Nov. 4.

Dates of Survey while building { 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 22/9/43. Connecting rods 22/9/43.
 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.S. 1/32".
 Crank shaft material F.I. Steel. Identification Mark P.S. 8. P.W. Thrust shaft material F.I. Steel. Identification Mark 1285. A.E.G.
 Intermediate shafts, material F.I. Steel. Identification Marks P.S. 2073. J.B.G. 29/7/43. H.K. 2074. Tube shaft, material None. Identification Mark 10-8.43.
 Screw shaft, material F.I. Steel. Identification Mark 806. P.W. 15.5.43. Steam Pipes, material Steel. Test pressure 600 lb/A 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 specification and 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 of 13 1/2, 23, 38, - 27 156 NHP. 200 lb 15B. 3. of. G. S. 63. H.S. 2650. F-9.

ADMIRALTY
 A/c rendered from
 9.12.43.
 London

W.S. Shields, Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee	£	:	:	When applied for,
Class. (M)	39	-	0	30 NOV 1943
Special Spec (M)	36	-	0	
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

Committee's Minute TUES. 7 DEC 1943
 Assigned + L.M.C. 11.43

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