

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 22 NOV 1928

Date of writing Report **19 NOV 1928** When handed in at Local Office **Nov 19 1928** Port of **HULL.**

No. in Survey held at **Hull** Date, First Survey **5 Sept** Last Survey **14 Nov 1928.**  
 Reg. Book. **61506** on the **Steam Trawler "KINGSTON BERYL"** (Number of Visits **15**)

Built at **Beverly** By whom built **Cook, Wilson & Gemmill Ltd** Yard No. **506** Tons **Gross 352**  
**Net 150.**

Engines made at **Hull** By whom made **Charles D. Holmes & Co Ltd** Engine No. **1350** When built **1928**  
 Boilers made at **Hull** By whom made **do** Boiler No. **1350** when made **1928**

Registered Horse Power \_\_\_\_\_ Owners **Kingston Steam Trawling Co Ltd.** 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 \_\_\_\_\_

Dia. of Cylinders **13.23.37** Length of Stroke **36** No. of Cylinders **3** No. of Cranks **3**

Crank shaft, dia. of journals as per Rule **7.1** as fitted **7.1** Crank pin dia. **4.5** Crank webs Mid. length breadth **14.74** Mid. length thickness **4.76** Thickness parallel to axis **4.78** Thickness around eye-hole **3.3/8**

Intermediate Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Thrust shaft, diameter at collars as per Rule **4.1** as fitted **4.1**

Tube Shafts, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule **8.4** as fitted \_\_\_\_\_ Is the { tube } shaft fitted with a continuous liner { screw } **Yes**

Bronze Liners, thickness in way of bushes as per Rule \_\_\_\_\_ as fitted **3/8** Thickness between bushes as per Rule \_\_\_\_\_ 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 \_\_\_\_\_

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 shaft \_\_\_\_\_

Length of Bearing in Stern Bush next to and supporting propeller **36**

Propeller, dia. **9'-9"** Pitch **10'-10 1/2"** No. of Blades **4** Material **CS** whether Movable **no** Total Developed Surface **34.95** sq. feet

Feed Pumps worked from the Main Engines, No. **one** Diameter **2 5/8"** Stroke **14 3/4"** Can one be overhauled while the other is at work \_\_\_\_\_

Bilge Pumps worked from the Main Engines, No. **one** Diameter **2 5/8"** Stroke **14 3/4"** Can one be overhauled while the other is at work \_\_\_\_\_

Feed Pumps { No. and size **6 x 4 1/4 x 6** How driven **Steam** Pumps connected to the { No. and size **6 x 3 1/2 x 6** How driven **Steam** Main Bilge Line \_\_\_\_\_

Ballast Pumps, No. and size \_\_\_\_\_ Lubricating Oil Pumps, including Spare Pump, No. and size \_\_\_\_\_

Are two independent means arranged for circulating water through the Oil Cooler \_\_\_\_\_ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room **2 @ 2"**

In Holds, &c. **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"** 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 **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**

What Pipes pass through the bunkers **Inward suction** How are they protected **wood casing**

What pipes pass through the deep tanks \_\_\_\_\_ 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 \_\_\_\_\_ Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

**MAIN BOILERS, &c.**—(Letter for record **(5)**) Total Heating Surface of Boilers **1698** Sq. ft. Working Pressure **200 lbs.**

Is Forced Draft fitted **no** No. and Description of Boilers **one Single ended**

IS A REPORT ON MAIN BOILERS NOW FORWARDED? \_\_\_\_\_

IS A DONKEY BOILER FITTED? \_\_\_\_\_ If so, is a report now forwarded? \_\_\_\_\_

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

(If not state date of approval)

Superheaters \_\_\_\_\_ General Pumping Arrangements \_\_\_\_\_ Oil fuel Burning Piping Arrangements \_\_\_\_\_

**SPARE GEAR.** State the articles supplied:—**2 Top end bolts & nuts. 2 Bottom end bolts & nuts. 2 main bearing bolts & nuts. Set of coupling bolts & nuts. Set of feed & bilge pump valves. main & donkey check valves. Safety valve spring. Feed pump ram. C.P. impeller & shaft. Bolts & nuts of various sizes.**

The foregoing is a correct description,  
 For **CHARLES D. HOLMES & Co. Ltd.**

*Charles D. Holmes* Manufacturer.



17448

Dates of Survey while building

During progress of work in shops -- 1928:- Sept 5, 12, 19, 26, 28, Oct 12, 15, 24, 30, 30, Nov 1, 8, 10, 14.

During erection on board vessel ---

Total No. of visits 15

Dates of Examination of principal parts—Cylinders 24.10.28 Slides 1.11.28 Covers 24.10.28

Pistons 1.11.28 Piston Rods 24.10.28 Connecting rods 24.10.28

Crank shaft 24.10.28 Thrust shaft 24.10.28 Intermediate shafts ✓

Tube shaft ✓ Screw shaft 21.9.28 Propeller 21.9.28

Stern tube 21.9.28 Engine and boiler seatings 10.11.28 Engines holding down bolts 10.11.28

Completion of fitting sea connections 28.9.28

Completion of pumping arrangements 14.11.28 Boilers fixed 10.11.28 Engines tried under steam 14.11.28

Main boiler safety valves adjusted 14.11.28 Thickness of adjusting washers A 5/16 F 3/32

Crank shaft material Steel Identification Mark Kings 354 Thrust shaft material Steel Identification Mark Kings 354

Intermediate shafts, material ✓ Identification Marks --- Tube shaft, material ✓ Identification Mark ---

Screw shaft, material Steel Identification Mark Kings 354 Steam Pipes, material S.D. Copper Test pressure 400 lbs. Date of Test 10.11.28

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 Kingdon paper

**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 sound & good. It has been satisfactorily fitted on board, tried under working conditions, & found in good order, together with all pumping arrangements. It is eligible in my opinion to have record of +L.M.C. 11.28 Cl.

The forging reports sent with F.E. report on S.T. Kingdon paper

It is submitted that this vessel is eligible for THE RECORD + L.M.C. 11.28 Cl.

J.S.A.

23/11/28

John H. Mackintosh  
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, 21 Nov 28  
When received, 3.12.28

Committee's Minute TUE. 27 NOV 1928  
Assigned + L.M.C. 11.28 Cl

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



© 2020 Lloyd's Register Foundation