

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 NOV 1928 When handed in at Local Office HULL 19 28 Port of HULL
 No. in Survey held at Hull Date, First Survey 5 Sept Last Survey 14 Nov 1928
 Reg. Bopk. 61506 on the Steam Trawler "KINGSTON BERYL" (Number of Visits 15)
 Built at Beverly By whom built Cook, Nelson & Gemmell Ltd Yard No. 506 Tons { Gross 352
 Engines made at Hull By whom made Charles D. Holmes & Co Ltd Engine No. 1350 Net 150
 Boilers made at Hull By whom made do Boiler No. 1350 When built 1928
 Registered Horse Power 961 Owners Kingston Steam Trawling Co Ltd Port belonging to Hull
 Nom. Horse Power as per Rule 961 Is Refrigerating Machinery fitted for cargo purposes no when made 1928
 Trade for which Vessel is intended Fishing Is Electric Light fitted yes

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 7-1 as per Rule 7-1 Crank pin dia. 4-1/2 Crank webs Mid. length breadth 14-1/4 Thickness parallel to axis 4-7/8
 as fitted 4-1/2 Mid. length thickness 4-7/8 Thickness around eye-hole 3-3/8
 Intermediate Shafts, diameter as per Rule 4-1/2 as fitted 4-1/2 Thrust shaft, diameter at collars as per Rule 4-1/2 as fitted 4-1/2
 Tube Shafts, diameter as per Rule 4-1/2 as fitted 4-1/2 Screw Shaft, diameter as per Rule 8-1/2 as fitted 8-1/2 Is the { tube } shaft fitted with a continuous liner { yes }
 Bronze Liners, thickness in way of bushes as per Rule 3/8 as fitted 3/8 Thickness between bushes as per Rule 3/8 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 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 yes
 Propeller, dia. 9-9 Pitch 10-10-3 No. of Blades 4 Material CS whether Movable no Total Developed Surface 34-45 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 yes
 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 yes
 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 2 @ 2-1/2 Lubricating Oil Pumps, including Spare Pump, No. and size 5 @ 2-1/2
 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 yes
 In Holds, &c. yes

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 3-1/2
 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 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 worked from

MAIN BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 1698 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers one Single ended Working Pressure 200 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

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.

Dr Cooper

Manufacturer.



© 2020

Lloyd's Register Foundation

W1197-0137

During progress of work in shops -- 1928:- Sept 5. 12. 19. 21. 26. 28. Oct 12. 15. 24. 30. 30. Nov 1. 8. 10. 14.

Dates of Survey while building 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 4 3/32

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

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

Screw shaft, material Steel Identification Mark 354 Steam Pipes, material 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 Kingston 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 C.L.

The foregoing reports sent with F.E. report on S.T. Kingston paper

It is submitted that this vessel is eligible for THE RECORD. +L.M.C. 11. 28 C.L.

J.A.

23/11/28.

J.A.

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

John H. Mackintosh

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 27 NOV 1928

Assigned

+L.M.C. 11. 28 C.L.



© 2020

Lloyd's Register Foundation