

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

26 NOV 1934

Received at London Office

27 NOV 1934

Date of writing Report

10

When handed in at Local Office

Port of

HULL

No. in Survey held at
Reg. Book.

Hull

Date, First Survey

2nd August 1934

Last Survey

22nd Nov. 1934

on the Steel S.S. K

"Pentland Firth"

(Number of Vents 24)

Gross 484.92
Tons } Net 189.08

Built at

Beverley

By whom built Cook, Welton & Gemmell Ltd

Yard No. 577

When built 1934-11

Engines made at

Hull

By whom made Charles D. Holmes & Co. Ltd

Engine No. 1467

When made 1934

Boilers made at

Hull

By whom made Charles D. Holmes & Co. Ltd

Boiler No. 1467

When made 1934

Registered Horse Power

Owners

Firth Steam Trawling Co. Ltd.

Port belonging to

Hull

Nom. Horse Power as per Rule

154

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 14 3/4", 25", 41"

Length of Stroke 27"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 8.15"

Crank pin dia.

8.375"

Crank webs

Mid. length breadth 15 5/8"

shrink

Thickness parallel to axis 5 3/8"

as fitted 8.375"

as per Rule

7.76"

Mid. length thickness 5 1/8"

shrink

Thickness around eye-hole 3 5/8"

Intermediate Shafts, diameter

as per Rule

7.875"

Thrust shaft, diameter at collars

as per Rule

8.375"

as fitted

as per Rule

8.646"

as fitted

8.875"

Is the

tube

shaft fitted with a continuous liner

Yes

Tube Shafts, diameter

as fitted

18/32"

as fitted

13-5/32"

Is the

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

19/32"

as fitted

15/32"

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

No

If so, state type

No

Propeller, dia.

10' 7 1/2"

Pitch

10' 10"

No. of Blades

4

Material

C.I.

whether Moveable

No

Total Developed Surface

41.5

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 3/4"

Stroke

15"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 3/4"

Stroke

15"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

2 @ 7x5x6" duplex

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

1 @ 7x5x6" duplex + ejector 3" bore.

How driven

Steam.

Ballast Pumps, No. and size

No

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

No

Are two independent means arranged for circulating water through the

Oil Cooler

Yes

Bilge Pumps;—In Engine and Boiler Room

2 @ 2" dia

In Pump Room

Yes

In Holds, &c.

5 @ 2"

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

1 @ 4 3/4" dia

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

Ejector 3" dia.

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 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

What Pipes pass through the bunkers

Forward Suctions

What pipes pass through the deep tanks

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

Yes

worked from

Yes

MAIN BOILERS, &c.—(Letter for record "S")

Total Heating Surface of Boilers

2402

Is Forced Draft fitted

Yes

No. and Description of Boilers

One Single Ended.

Working Pressure

215 lb/sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

Yes.

Is the donkey boiler intended to be used for domestic purposes only

Yes

PLANS. Are approved plans forwarded herewith for Shafting

Yes

(If not state date of approval)

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes.

State the principal additional spare gear supplied

Air, feed, bilge and duplex pump valves,

main & donkey check valves,

centrifugal pump impeller shaft,

feed pump plunger

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

Manufacturer.



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Lloyd's Register
Foundation

W1353-0169

During progress of work in shops - - 1934.
 Dates of Survey while building { Aug 24, 30. Sept 3, 5, 13, 18, 19, 26. Oct 2, 3, 4, 9, 12, 18, 19, 26, 30.
 During erection on board vessel - - - Nov. 7, 8, 9, 10, 13, 14, 22.
 Total No. of visits 24

Dates of Examination of principal parts—Cylinders 30-10-34 Slides 30-10-34. Covers 30-10-34.
 Pistons 30-10-34 Piston Rods 30-10-34 Connecting rods 30-10-34
 Crank shaft 3-10-34 Thrust shaft 4-10-34 Intermediate shafts 4-10-34
 Tube shaft ✓ Screw shaft 19-9-34 Propeller 26-9-34.
 Stern tube 26-9-34 Engine and boiler seatings 7-11-34. Engines holding down bolts 8-11-34.

Completion of fitting sea connections 26-9-34
 Completion of pumping arrangements 13-11-34 Boilers fixed 7-11-34 Engines tried under steam 17-11-34.
 Main boiler safety valves adjusted 17-11-34 Thickness of adjusting washers P 3/8" S 3/8" Superheater 5/16"
 Crank shaft material Steel Identification Mark Lloyos No 884 Thrust shaft material Steel Identification Mark Lloyos 884.
 Intermediate shafts, material Steel Identification Marks Lloyos 884 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark Lloyos 884 Steam Pipes, material A.D. Steel Test pressure 645 lbs Date of Test 31-10-34 (at Sheffield)
 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 no. If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey and the materials and workmanship are sound and good. It has been satisfactorily fitted on board, tried under steam and found good.
 It is eligible in my opinion to have record H.L.M.C. 11, 34 C.L.

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 38 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 1-1 1934

When applied for,
 26 NOV 1934
 When received,
 1934

B. Knoffatt.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 NOV 1934

Assigned

+ d.m.b. 11.34
 22, L.

CERTIFICATE WRITTEN



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