

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 19 18 MAR 1935 When handed in at Local Office 19 18 MAR 1935 Received at London Office 19 18 MAR 1935

No. in Survey held at Hull Port of HULL Date, First Survey 23rd Nov. 1934 Last Survey 13th March 1935
 Reg. Book. on the Steel S.S. "Kingston Berylite" (Number of Visits 22)

Built at Beverley By whom built Cook, Welton & Gemmell Ltd. Yard No. 600 Tons { Gross 447.95
 Net 173.87
 When built 1935.3

Engines made at Hull By whom made Charles D. Holmes & Co. Ltd. Engine No. 1473 when made 1935
 Boilers made at Hull By whom made Charles D. Holmes & Co. Ltd. Boiler No. 1473 when made 1935

Registered Horse Power Owners Kingston Steam Trawling Co. Ltd. Port belonging to Hull
 Nom. Horse Power as per Rule 117 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 Compound Reciprocating Revs. per minute 220

Dia. of Cylinders 13 1/2" and 24" Length of Stroke 27" No. of Cylinders 2 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule 7.6" as fitted 7.75" Crank pin dia. 7.75" Crank webs Mid. length breadth 12" Thickness parallel to axis 3 1/2"
 as fitted 7.75" Crank webs Mid. length thickness 5" Thickness around eye-hole 3 1/2"

Intermediate Shafts, diameter as per Rule 7.2" as fitted 7.625" Thrust shaft, diameter at collars as per Rule APPROVED 220-205 MM. as fitted 220-205 MM.

Tube Shafts, diameter as per Rule 8.03" as fitted 8.375" Is the lube screw shaft fitted with a continuous liner Yes
 as fitted 17.28/32" Screw Shaft, diameter as per Rule 8.03" as fitted 8.375" Is the lube screw shaft fitted with a continuous liner Yes
 as fitted 17.28/32" Thickness between bushes as per Rule 13/32" as fitted 15/32" Is the after end of the liner made watertight in the propeller boss Yes

Bronze Liners, thickness in way of bushes as per Rule 18/32" as fitted 18/32" Thickness between bushes as per Rule 13/32" 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes
 shaft no If so, state type Oil Gland Length of Bearing in Stern Bush next to and supporting propeller 36"

Propeller, dia. 10'6" Pitch 11ft No. of Blades 4 Material B.I. whether Moveable no Total Developed Surface 39 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 13 1/2" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 13 1/2" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size Duplex 7x5x6" Pumps connected to the { No. and size Duplex 7x5x6"
 How driven Steam Main Bilge Line How driven Steam

Ballast Pumps, No. and size Two 6x5 1/2 x 15" Lubricating Oil Pumps, including Spare Pump, No. and size Two

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 2 @ 2" dia
 In Holds, &c. 5 @ 2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4 3/4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" ejector 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 Forward suction How are they protected Wood casings
 What pipes pass through the deep tanks Forward suction 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 Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record "S") Total Heating Surface of Boilers 1940 sq. ft.
 Is Forced Draft fitted no 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

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:— The following in addition to those required by Rules:—
One set of air pump valves.
Main & donkey check valve seats.
Impeller & shaft for centrifugal pumps.
Top & bottom end bolts for cent. pumps.
Valves for duplex pump.
Feed pump ram.
Safety valve spring.

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

Charles D. Holmes

Manufacturer.



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NOTE.—The words which do not apply should be deleted.

Dates of Survey while building

During progress of work in shops -- 1934: - Nov 23, Dec 6, 1924.

During erection on board vessel --- 1935: - Jan 10, 14, 17, 21, 24, 28, 29, 31, Feb. 5, 8, 13, 18, 20, 28, Mar. 1, 5, 9, 13.

Total No. of visits 22.

Dates of Examination of principal parts—Cylinders 8-2-35 Slides 8-2-35 Covers 21-1-35.

Pistons 21-1-35 Piston Rods 21-1-35 Connecting rods 21-1-35.

Crank shaft 5-2-35 Thrust shaft See Nwe Report 92273 Intermediate shafts 28-1-35.

Tube shaft ✓ Screw shaft 10-1-35 Propeller 29-1-35.

Stern tube 10-1-35 Engine and boiler seatings 28-1-35 Engines holding down bolts 28-1-35.

Completion of fitting sea connections 29-1-35.

Completion of pumping arrangements 9-3-35 Boilers fixed 28-1-35 Engines tried under steam 13-3-35.

Main boiler safety valves adjusted 9-3-35 Thickness of adjusting washers P 3/8" S 3/8"

Crank shaft material Steel Identification Mark 953 Thrust shaft material See Nwe Rpt 92273 Identification Mark ✓

Intermediate shafts, material Steel Identification Marks 953 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark 953 Steam Pipes, material S.B. Copper Test pressure 430 lb Date of Test 28-1-35.

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. ✓

Is this machinery duplicate of a previous case Yes. If so, state name of vessel "Kingston Chrysolite"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel, (see also Nwe. Report 92273) has been built under special survey in accordance with the approved plans and the rules. The workmanship and materials are sound and good and the machinery and boiler were tried under steam and found good.

It is eligible in my opinion, to be classed with records L.M.C. 3,356L.

The Newcastle Report No 92273 on the turbine of this installation is forwarded herewith.

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

The amount of Entry Fee ... £ 3 : 0 : When applied for, ...

Part Special ... £ 25 : 17 : 1 MAR 1935

Donkey Boiler Fee ... £ : : When received, ...

Travelling Expenses (if any) £ : : 1.4 35 2/4

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

Committee's Minute TUE. 19 MAR 1935

Assigned + L.M.C. 3,356 L.

