

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 2 FEB 1929

Date of writing Report - 1 FEB 1929 When handed in at Local Office - 1 FEB 1929 Port of **HULL**

No. in Survey held at **Hull** Date, First Survey **19 Sept 1928** Last Survey **26 Jan 1929**  
 Reg. Book. **61002** on the **Steam Trawler "FLEMING"** (Number of Visits **26**)

Built at **Beverly** By whom built **Cook, Nelson & Kemmell Ltd** Yard No. **512** Tons { Gross **356.27**  
 Net **158.72**  
 Engines made at **Hull** By whom made **Charles D Holmes & Co Ltd** Engine No. **1354** When built **1929**  
 Boilers made at **Hull** By whom made **Do** Boiler No. **1354** when made **1929**  
 Registered Horse Power \_\_\_\_\_ Owners **F. T. Ross 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 **26** No. of Cylinders **3** No. of Cranks **3**  
 Crank shaft, dia. of journals as per Rule **7.1** Crank pin dia. **4.5** Crank webs Mid. length breadth **4.75** Thickness parallel to axis **4.75**  
 as fitted **7.5** Mid. length thickness **4.75** shrunk Thickness around eye-hole **3.75**  
 Intermediate Shafts, diameter as per Rule \_\_\_\_\_ Thrust shaft, diameter at collars as per Rule **7.1**  
 as fitted \_\_\_\_\_ as fitted **7.5**  
 Tube Shafts, diameter as per Rule \_\_\_\_\_ Screw Shaft, diameter as per Rule \_\_\_\_\_ Is the { tube } shaft fitted with a continuous liner { **yes** }  
 as fitted \_\_\_\_\_ as fitted **8.5** { screw }  
 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  
 as fitted **4.6** as fitted **4.6** 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 \_\_\_\_\_ Is an approved Oil Gland or other appliance fitted at the after  
 end of the tube shaft **no** Length of Bearing in Stern Bush next to and supporting propeller **36**  
 Propeller, dia. **9.9** Pitch **10.102** No. of Blades **4** Material **st.** whether Moveable **no** Total Developed Surface **34.75** sq. feet  
 Feed Pumps worked from the Main Engines, No. **one** Diameter **2.58** Stroke **14.34** Can one be overhauled while the other is at work **yes**  
 Bilge Pumps worked from the Main Engines, No. **one** Diameter **2.58** Stroke **14.34** Can one be overhauled while the other is at work **yes**  
 Feed Pumps { No. and size **6x4 1/2 x 6** Pumps connected to the { No. and size **6x4 1/2 + 3 1/2** }  
 { How driven **Steam** Main Bilge Line { How driven **Steam** }  
 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 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 **Forward Suctions** 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 \_\_\_\_\_) Total Heating Surface of Boilers **1698 Sq. feet**  
 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? **no** If so, is a report now forwarded? **yes**

**PLANS.** Are approved plans forwarded herewith for Shafting \_\_\_\_\_ Main Boilers **yes** Auxiliary Boilers \_\_\_\_\_ Donkey Boilers \_\_\_\_\_  
 (If not state date of approval)  
 Superheaters \_\_\_\_\_ General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements \_\_\_\_\_

**SPARE GEAR.** State the articles supplied:— **2 Bolts + nuts for top ends, bottom ends**  
**+ main bearings. Set of coupling bolts + nuts. Set of feed pump**  
**valves. main + donkey check valves. Safety valve spring**  
**Feed pump ram. C. Pump impeller + shaft. Bolts to iron of various**  
**sizes.**

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

*Do Cooper*

Manufacturer.



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Lloyd's Register  
 Foundation

W395-0151

OP 205

1928. Sept 19. Oct 24. 26. Nov 1. 6. 8. 12. 20. 26. 28. 29 Dec 3. 10. 13. 18. 18. 20. 21. 28.

During progress of work in shops - - 1929. Jan 9. 18. 19. 22. 24. 25. 26.

Dates of Survey while building During erection on board vessel - - -

Total No. of visits 26.

Dates of Examination of principal parts - Cylinders 26. 11. 28 Slides 3. 12. 28 Covers 26. 11. 28

Pistons 3. 12. 28 Piston Rods 26. 11. 28 Connecting rods 26. 11. 28

Crank shaft 3. 12. 28 Thrust shaft 28. 11. 28 Intermediate shafts

Tube shaft 28. 11. 28 Screw shaft 28. 11. 28 Propeller 28. 11. 28

Stern tube 28. 11. 28 Engine and boiler seatings 18. 1. 29 Engines holding down bolts 18. 1. 29

Completion of fitting sea connections 20. 12. 28

Completion of pumping arrangements 25. 1. 29 Boilers fixed 18. 1. 29 Engines tried under steam 25. 1. 29

Main boiler safety valves adjusted 25. 1. 29 Thickness of adjusting washers A 5/16 F 1/2

Crank shaft material Steel Identification Mark Kings 370 Thrust shaft material Steel Identification Mark Kings 370

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

Screw shaft, material Steel Identification Mark Kings 370 Steam Pipes, material D. Copper Test pressure 400 lbs. Date of Test 23. 1. 29

Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of the Rules for carrying and burning oil fuel been complied with

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

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 full working conditions & all found in good order. It is eligible in my opinion to have record of + L.M.C. 1. 29 C.L. ✓

It is submitted that this vessel is eligible for THE RECORD. L.M.C 1.29

Signature and date 4/1/29

Certificate to be sent to

The amount of Entry Fee ... £ 2 : 0 : When applied for, 31 Jan 1929  
Special ... £ 24 : 0 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : : When received, 15/2/29

Signature of John Shackinody, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 5 FEB 1929

Assigned

Signature and date L.M.C. 1:29



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