

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 9 MAR 1929

Date of writing Report 7.2.29 When handed in at Local Office 7.2.29 Port of Hull
 No. in Survey held at Hull Date, First Survey 20 Nov/28 Last Survey 22 Feb/29
 Reg. Book. 61510 on the Steam Trawler "KINGSTON SAPPHIRE" (Number of Visits 13)
 Built at Beverley By whom built G. & L. Bell & Co. Ltd. Yard No. 514 Tons { Gross 351.77
 Engines made at Hull By whom made Charles B. Holmes & Co. Ltd. Engine No. 1356 when made 1929
 Boilers made at Hull By whom made do. Boiler No. 1356 when made 1929
 Registered Horse Power 117 Owners Kingston S. 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.
 Dia. of Cylinders 13" 23" 37" Length of Stroke 26" No. of Cylinders 3 Revs. per minute 3
 Crank shaft, dia. of journals as per Rule 7.1 Crank pin dia. 4.2" Crank webs Mid. length breadth 4.4" Thickness parallel to axis 4.75"
 as fitted 7.2" Mid. length thickness 4.75" shrunk Thickness around eye-hole 3.38"
 Intermediate Shafts, diameter as per Rule 4.1 Thrust shaft, diameter at collars as per Rule 4.1
 as fitted 4.2" as fitted 4.2"
 Tube Shafts, diameter as per Rule 8.4" Is the tube shaft fitted with a continuous liner? Yes
 as fitted 8.4" as fitted 8.4"
 Bronze Liners, thickness in way of bushes as per Rule 3.8" Thickness between bushes as per Rule 3.8" Is the after end of the liner made watertight in the
 as fitted 3.8" as fitted 3.8" propeller boss
 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 6'-10 1/2" No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 34.75 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 one 6 x 4 1/2 x 6 Pumps connected to the { No. and size one 6 x 3 1/2 x 6 + 3 1/2 x 6
 { 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
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2" Suctions, connected to both Main Bilge Pumps and Auxiliary
 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" 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 Suctions How are they protected Wood casings
 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 (35)) Total Heating Surface of Boilers 1698 Sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers one Simple end 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?

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 Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—2 Bolts & nuts for top ends, bottom ends and
 main bearings. Set of coupling bolts & nuts. Set of feed & bilge pump
 valves. Main & donkey check valves. Safety valve spring.
 Feed pump ram. Circ. pump impeller & shaft. Bolts & iron
 various sizes.

The foregoing is a correct description,

For CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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Lloyd's Register
Foundation

W987-0090

Dates of Survey while building
 During progress of work in shops - - 1928. Nov 20. 26. Dec 12. 1929 Jan 3. 9. 10. 17. 25. 30. Feb 15. 18. 20. 22
 During erection on board vessel - - -
 Total No. of visits 13.

Dates of Examination of principal parts—Cylinders 17.1.29 Slides 30.1.29 Covers 17.1.29
 Pistons 30.1.29 Piston Rods 17.1.29 Connecting rods 17.1.29
 Crank shaft 17.1.29 Thrust shaft 30.1.29 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 3.1.29 Propeller 3.1.29
 Stern tube 3.1.29 Engine and boiler seatings 18.2.29 Engines holding down bolts 18.2.29
 Completion of fitting sea connections 25.1.29
 Completion of pumping arrangements 22.2.29 Boilers fixed 18.2.29 Engines tried under steam 22.2.29.
 Main boiler safety valves adjusted 22.2.29 Thickness of adjusting washers F. 7/16 A 1/2
 Crank shaft material Steel Identification Mark 424 Thrust shaft material Steel Identification Mark 424
 Intermediate shafts, material ✓ Identification Marks Tube shaft, material ✓ Identification Mark
 Screw shaft, material Steel Identification Mark 424 Steam Pipes, material J.B. Copper Test pressure 400 lbs. Date of Test 20.2.29
 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 ✓ If so, state name of vessel Kingston Beryl.

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. It is eligible in my opinion to have record of +L.M.C. 2.29 C.L.

It is submitted that this vessel is eligible for THE RECORD. — +L.M.C. 2.29 C.L.

Ykur. 15.3.29.
 J. H. Mackenzie
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 2 : ✓ :
 Special ... £ 24 : ✓ :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 6 March 1929.
 When received, 3.4.29.

Committee's Minute FRI. 15 MAR 1929

Assigned +L.M.C. 2.29 C.L.

CERTIFICATE WRITTEN.