

No. 45626

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

5 APR 1935

Date of writing Report 10 When handed in at Local Office 4 APR 1935 Port of Hull
 No. in Survey held at Hull Date, First Survey 6th Dec. 1934 Last Survey 1st April 1935
 Reg. Book. on the Steel S. K. "Kingston Cairngorm" (Number of Visits 2)
 Built at Beverley By whom built Cook, Welton & Gemmell Ltd. Yard No. 601 Tons { Gross 448.08
 Engines made at Hull By whom made Charles D. Holmes & Co. Ltd. Engine No. 1474 Net 173.79
 Boilers made at Hull By whom made Charles D. Holmes & Co. Ltd. Boiler No. 1474 When built 1935.4
 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 Reciprocating - Compound Revs. per minute
 Dia. of Cylinders 13 1/2" + 27" Length of Stroke 27" No. of Cylinders 2 No. of Cranks 2
 Crank shaft, dia. of journals as per Rule 7.6" as fitted 7.45" Crank pin dia. 7.75" Crank webs Mid. length breadth 12" Thickness parallel to axis 5"
 Intermediate Shafts, diameter as per Rule 7.2" as fitted 7.625" Thrust shaft, diameter at collars as per Rule 220 to 205 mm. as fitted 220 to 205 mm.
 Tube Shafts, diameter as per Rule 8.03" as fitted 8.375" Is the screw shaft fitted with a continuous liner? Yes
 Screw Shaft, diameter as per Rule 17.28/32" 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 shaft? No
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 10'6" Pitch 11' No. of Blades 4 Material C.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" + Ejector 3" line.
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size Two 5 1/2" x 6" x 15"
 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 Pump Room In Holds, &c. 5 @ 2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4 1/4" dia 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? 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 "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
 Is the donkey boiler intended to be used for domestic purposes only? 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. Oil fuel Burning Piping Arrangements.

SPARE GEAR.

Has the spare gear required by the Rules been supplied? Yes
 State the principal additional spare gear supplied.
 One set of air pump valves.
 Main + donkey check valve seats.
 Impeller + shaft for centrifugal pump.
 Top + bottom end bolts for cent. pump.
 Valves for duplex pump.
 Feed pump ram.
 Safety valve spring.

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

Manufacturer.



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Dates of Survey while building
During progress of work in shops - - 1934 - Dec. 6, 19, 24.
During erection on board vessel - - - 1935: Jan. 10, 14, 21, 24, 31. Feb. 7, 8, 11, 13, 15, 19, 26.
Mar. 8, 19, 22, 29. Apr. 1.
Total No. of visits 20

Dates of Examination of principal parts - Cylinders 8-2-35 Slides 8-2-35 Covers 8-2-35
Pistons 8-2-35 Piston Rods 8-2-35 Connecting rods 8-2-35
Crank shaft 26-2-35 Thrust shaft Please see New Report 92276 Intermediate shafts 7/2/35 and 11/2/35
Tube shaft ✓ Screw shaft 10/1/35 Propeller 19/2/35
Stern tube 8/2/35 Engine and boiler seatings 19/3/35 Engines holding down bolts 19/3/35
Completion of fitting sea connections 19/2/35
Completion of pumping arrangements 19/3/35 Boilers fixed 19/3/35 Engines tried under steam 1/4/35
Main boiler safety valves adjusted 29/3/35 Thickness of adjusting washers P 13/32" S 3/8"
Crank shaft material Steel Identification Mark 954 Thrust shaft material See New Report Identification Mark ✓
Intermediate shafts, material Steel Identification Marks 954 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark 954 Steam Pipes, material 10. Copper Test pressure 430 lb Date of Test 22/3/35
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 ✓
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 Yes If so, state name of vessel "Kingston berylite" ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel (also Newcastle Report 92276) has been built under special survey in accordance with the approved plans and the rules.
The workmanship and materials are sound and good and when tried under steam, the machinery was found good.
It is eligible in my opinion, to be classed with record F.L.M.C. 4.35

The Newcastle Report No 92276 on the turbine of this installation is forwarded herewith.

The amount of Entry Fee ... £ 3 : 0 :
Reat. Special ... £ 25 : 17 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 4 APR 1935
When received, 2/5/35

Committee's Minute TUE. 9 APR 1935

Assigned + Linc 4 35

L. Koffatt.
Engineer Surveyor to Lloyd's Register of Shipping.



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