

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

16 AUG 1934

Date of writing Report 10 When handed in at Local Office 15 AUG 1934 Port of Hull

No. in Survey held at Hull Date, First Survey 29th May Last Survey 4th Aug 1934
 Reg. Book. on the Steel Sc K "Achroite" (Number of Visits 18.) Gross 313.82 Tons Net 157.56

Built at Beverley By whom built Cook, Welton & Gemmell Ltd. Yard No. 596 When built 1934.8
 Engines made at Hull By whom made Charles D. Holmes & Co. Engine No. 1463 When made 1934
 Boilers made at Hull By whom made Charles D. Holmes & Co. Boiler No. 1463 When made 1934.
 Registered Horse Power Owners Messrs Kingston Steam Trawling Port belonging to Hull
 Nom. Horse Power as per Rule 89 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 3

Dia. of Cylinders 12 1/2", 21 1/2", 35" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.04" Mid. length breadth shrunk Thickness parallel to axis 4 7/8"
 as fitted 7.25" Crank pin dia. 7.25" Crank webs Mid. length thickness Thickness around eye-hole 3 1/8"
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 7.04"
 as fitted Tube Shafts, diameter as per Rule 7.53" Is the screw shaft fitted with a continuous liner Yes
 as fitted 7.625" Screw Shaft, diameter as per Rule 16 7/32" Thickness between bushes as per Rule 12.57/32"
 as fitted 17/32" 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
 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 no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 9'6" Pitch 10'6" No. of Blades 3 Material 6J whether Moveable no Total Developed Surface 35 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 14 1/2" Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. One Diameter 2 3/4" Stroke 14 1/2" Can one be overhauled while the other is at work
 Feed Pumps No. and size One Duplex 7x5x6 Pumps connected to the Main Bilge Line No. and size One Duplex 7x5x6
 How driven Steam How driven Steam
 Ballast Pumps, No. and size none Lubricating Oil Pumps, including Spare Pump, No. and size none
 Are two independent means arranged for circulating water through the Oil Cooler none Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2" In Holds, &c. 4 @ 2"
 In Pump Room

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 2 1/2" 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 Yes
 Are they sized 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 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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record "S") Total Heating Surface of Boilers 1606 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?

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

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.

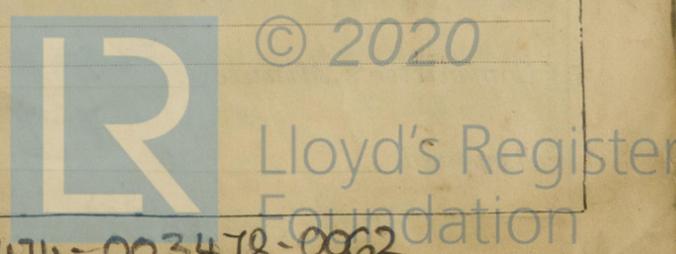
Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied 1 Set of air feed + bilge pump valves.
 Spare valves + seats for main + donkey checks.
 1 Feed pump plunger
 1 centrifugal pump impeller and shaft.
 1 Set of valves for donkey pump.

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

J. Cooper

Manufacturer.



8502A

During progress of work in shops - - 1934
 Dates of Survey while building { May 29, June 13, 19, 22, 26, 29, July 4, 5, 11, 13, 14, 16, 20, 30, Aug 1, 2, 3, 4.
 During erection on board vessel - - -
 Total No. of visits 18

Dates of Examination of principal parts—Cylinders 1/8/34 Slides 1/8/34 Covers 1/8/34
 Pistons 4/8/34 Piston Rods 4/8/34 Connecting rods 1/8/34
 Crank shaft 4/7/34 Thrust shaft 22/6/34 Intermediate shafts ✓
 Tube shaft ✓ Screw shaft 19/6/34 Propeller 26/6/34
 Stern tube 26/6/34 Engine and boiler seatings 1/8/34 Engines holding down bolts 30/7/34
 Completion of fitting sea connections 26/6/34
 Completion of pumping arrangements 4/8/34 Boilers fixed 27/8/34 Engines tried under steam 4/8/34
 Main boiler safety valves adjusted 4/8/34 Thickness of adjusting washers P 3/8" S 1/32"
 Crank shaft material Steel Identification Mark Lloyds 873 Thrust shaft material Steel Identification Mark Lloyds 873
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark Lloyds 873 Steam Pipes, material SD Copper Test pressure 400 lbs Date of Test 1/8/34
 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 "Aragoite"

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery of this vessel has been constructed under Special Survey in accordance with the Rules and the approved plans. The materials and workmanship are good and when tried under working conditions, the machinery was satisfactory; it is eligible in our opinion, to be classed with records L.M.C. 8,34 C.L.

The foregoing reports relating to this machinery were forwarded with the report on sister vessel "Aragoite".

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

The amount of Entry Fee ... £ 2 : 0 :
 Special ... £ 22 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 1 AUG 1934
 When received, 1/9/34

L. Moffatt and J. H. Mackintosh
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI, 24 AUG 1934
 Assigned + L.M.C. 8,34 C.L.

