

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 10 When handed in at Local Office 15 AUG 1934 19 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. Ltd. Engine No. 1463 When made 1934

Boilers made at Hull By whom made Charles D. Holmes & Co. Ltd. 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

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" Crank pin dia. 7.25" Crank webs Mid. length breadth shrunk Thickness parallel to axis 4 7/8"

Intermediate Shafts, diameter as per Rule 7.25" as fitted 7.25" Thrust shaft, diameter at collars as per Rule 7.04" as fitted 7.25"

Tube Shafts, diameter as per Rule 7.53" as fitted 7.625" Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 16 7/32" as fitted 17 1/32" Thickness between bushes as per Rule 12 5/32" as fitted 13 1/32" 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 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 B.I. 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 7 x 5 x 6" Pumps connected to the Main Bilge Line No. and size One Duplex 7 x 5 x 6"

Pumps How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size None

Ballast Pumps, No. and size None Suctions, connected to both Main Bilge Pumps and Auxiliary

Are two independent means arranged for circulating water through the Oil Cooler

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 lb.

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.

Manufacturer.



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Foundation

003474-003478-0062

85024

Dates of Survey while building

During progress of work in shops - - 1934

During erection on board vessel - - -

Total No. of visits 18

May 29. June 13. 19. 22. 26. 27. July 4. 5. 11. 13. 14. 16. 20. 30. Aug. 1. 2. 3. 4.

Dates of Examination of principal parts—Cylinders 1/8/34 Slides 1/8/34 Covers 1/8/34

Pistons 1/8/34 Piston Rods 1/8/34 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 10 lb copper Test pressure 400 lb 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 "Aragonte"

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 "Aragonte".

The amount of Entry Fee ... £ 2 : 0 : When applied for, 1 AUG 1934

Special ... £ 22 : 5 : When received, 1/9/34

Donkey Boiler Fee ... £ : : 1/9/34

Travelling Expenses (if any) £ : : 1/9/34

Committee's Minute

Assigned

FRI. 24 AUG 1934

+ Lmb 8.34 CL

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



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