

## Received at London Office

26 OCT 1933

GINES, &C.—Description of Engines				Triplex Expansion		Revs. per minute	
a. of Cylinders		13" 23" 37"	Length of Stroke		26"	No. of Cylinders	3
ank shaft, dia. of journals		as per Rule 4 1/2"	Crank pin dia.		4 1/2"	Crank webs	Mid. length breadth 14 1/2"
		as fitted 4 1/2"					Thickness parallel to axis 4 7/8"
Intermediate Shafts, diameter		as per Rule 6.9"					Mid. length thickness 4 7/8"
		as fitted 4 1/2"					Thickness around eye-hole 3 3/8"
be Shafts, diameter		as per Rule 4 1/2"	Screw Shaft, diameter		as per Rule 4 1/2"	Thrust shaft, diameter at collars	as per Rule 4 1/2"
		as fitted 4 1/2"			as fitted 8 1/2"		as fitted 4 1/2"
						Is the { tube } shaft fitted with a continuous liner {	4 1/2"
onze Liners, thickness in way of bushes		as per Rule 9/16"	Thickness between bushes		as per Rule 9/16"	Is the after end of the liner made watertight in the	
		as fitted 9/16"			as fitted 9/16"		
peller boss		4 1/2"	If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner				
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							
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							
ft		40	Length of Bearing in Stern Bush next to and supporting propeller 36"				
If so, state type							
opeller, dia.		10'-3"	Pitch	11'-0"	No. of Blades	4	Material
						whether Movable	60
						Total Developed Surface	89 sq. feet
ed Pumps worked from the Main Engines, No.		one	Diameter		2 3/4"	Stroke	14 3/4"
						Can one be overhauled while the other is at work	✓
ge Pumps worked from the Main Engines, No.		one	Diameter		2 3/4"	Stroke	14 3/4"
						Can one be overhauled while the other is at work	✓
ed { No. and size		one 6' x 4 1/2' x 6'	Pumps connected to the { No. and size		one 6' x 4 1/2' x 6'		
How driven		Steam	Main Bilge Line { How driven		Steam		
blast Pumps, No. and size		Lubricating Oil Pumps, including Spare Pump, No. and size					
two independent means arranged for circulating water through the Oil Cooler							
Suctions, connected to both Main Bilge Pumps and Auxiliary							
10 Pumps; — In Engine and Boiler Room		2 @ 2"					
Pump Room		In Holds, &c. 3 @ 2"					

In Water Circulating Pump Direct Bilge Suctions, No. and size		Independent Power Pump Direct Suctions to the Engine Room Bilges,	
and size <i>One, 3" Ejector</i>	<input checked="" type="checkbox"/>	Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes	<i>Yes</i>
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	<i>Yes</i>		<i>Yes</i>
all Sea Connections fitted direct on the skin of the ship	<i>Yes</i>	Are they fitted with Valves or Cocks	<i>Both</i>
they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates	<i>Yes</i>	Are the Overboard Discharges above or below the deep water line	<i>Above</i>
they each fitted with a Discharge Valve always accessible on the plating of the vessel	<i>Yes</i>	Are the Blow Off Cocks fitted with a spigot and brass covering plate	<i>Yes</i>
if Pipes pass through the bunkers	<i>Forward Suctions</i>	How are they protected	<i>Wood casing.</i>
if pipes pass through the deep tanks	<i>/</i>	Have they been tested as per Rule	<i>Yes</i>
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times	<i>Yes</i>		<i>Yes</i>
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	<i>Yes</i>		<i>Yes</i>
department to another	<i>Yes</i>	Is the Shaft Tunnel watertight	<i>Yes</i>
	<i>/</i>	Is it fitted with a watertight door	<i>Yes</i>
	<i>/</i>	worked from	<i>Yes</i>

IN BOILERS, &c.—(Letter for record *5*) Total Heating Surface of Boilers *1804 sq. ft.*  
 Forced Draft fitted *ho* No. and Description of Boilers *one single ended* Working Pressure *210 lbs.*  
 A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*  
 A DONKEY BOILER FITTED? *ho* If so, is a report now forwarded? *✓*

ANS. Are approved plans forwarded herewith for Shafting ☒ Main Boilers ☒ Auxiliary Boilers ☒ Donkey Boilers ☒  
(If not state date of approval)  
Heaters ☒ General Pumping Arrangements ☒ Oil fuel Burning Piping Arrangements ☒

SPARE GEAR.

the spare gear required by the Rules been supplied  
the principal additional spare gear supplied.....

valves for air, feed, bilge & donkey pumps. Safety valve opening  
air & donkey check valves & seats. Feed pump ram.  
circulating pump impeller & shaft.

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

*Manufacturer.*

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Lloyd's Register  
Foundation

005367-005376-0143



During progress of work in shops - - 1933. June 13. 19. 23. 30. July 7. 11. 17. 19. 27. Aug. 1. 2. 5. 10. 15. 17. 21. 24. Sept. 12. 15. 27. Oct. 5. 9. 11. 16. 19. 21.

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 26

Dates of Examination of principal parts—Cylinders 10. 8. 33 Slides 12. 9. 33 Covers 10. 8. 33

Pistons 12. 9. 33 Piston Rods 21. 8. 33 Connecting rods 21. 8. 33

Crank shaft 21. 8. 33 Thrust shaft 27. 7. 33 Intermediate shafts 27. 7. 33

Tube shaft ✓ Screw shaft 10. 8. 33 Propeller 10. 8. 33

Stern tube 10. 8. 33 Engine and boiler seatings 9. 10. 33 Engines holding down bolts 9. 10. 33

Completion of fitting sea connections 17. 8. 33

Completion of pumping arrangements 16. 10. 33 Boilers fixed 9. 10. 33 Engines tried under steam 19. 10. 33.

Main boiler safety valves adjusted 16. 10. 33 Thickness of adjusting washers A.  $\frac{3}{8}$ " F.  $\frac{3}{8}$ "

Crank shaft material Steel Identification Mark Lloyd's No. 817 Thrust shaft material Steel Identification Mark Lloyd's No. 817

Intermediate shafts, material Steel Identification Marks Lloyd's No. 817 Tube shaft, material ✓ Identification Mark

Screw shaft, material Steel Identification Mark Lloyd's No. 817 Steam Pipes, material S.D. Steel Test pressure 630 Lbs. Date of Test Tested at Sheffield

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 the use of oil as fuel been complied with ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ 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 ✓ If so, state name of vessel Rockflower Rpt. No. 44106

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. 10. 33. C.L.

The foregoing reports were sent with the above reports on the sister vessel S.T. Rockflower

The amount of Entry Fee ... £ 3 : 0 : When applied for,

Special ... £ 25 : 5 : 25 OCT 1933

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 1. 11. 1933

Committee's Minute

Assigned

FRI. 27 OCT 1933

+ L.M.C. 10. 33 C.L.

John Whackind  
Engineer Surveyor to Lloyd's Register of Shipping.



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