

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 19 11 When handed in at Local Office 11 DEC 1934 Port of HULL
 No. in Survey held at Hull Date, First Survey 24th Aug 1934 Last Survey 3rd Dec 1934
 Reg. Book. on the Steel S.S. "St Achilles" (Number of Visits 22) Tons { Gross 484.37
 Net 188.82
 Built at Beverley By whom built Book, Welton & Gemmell Ltd. Yard No. 595 When built 1934.12
 Engines made at Hull By whom made Charles D. Holmes & Co. Ltd. Engine No. 1470 When made 1934
 Boilers made at Hull By whom made Charles D. Holmes & Co. Ltd. Boiler No. 1470 When made 1934
 Registered Horse Power Owners Thomas Hamlyn & Co. Ltd. Port belonging to Hull
 Nom. Horse Power as per Rule 154 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 14 3/4" 25" 41" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.15" as fitted 8.375" Crank pin dia. 8.375" Crank webs Mid. length breadth 15 7/8" Thickness parallel to axis 5 3/8"
 as fitted 8.375" Mid. length thickness 5 3/8" Thickness around eye-hole 3 5/8"
 Intermediate Shafts, diameter as per Rule 7.46" as fitted 7.875" Thrust shaft, diameter at collars as per Rule 8.15" as fitted 8.375"
 Tube Shafts, diameter as per Rule 8.646" as fitted 8.875" Is the tube shaft fitted with a continuous liner yes
 as fitted 18/32" as fitted 13.5/32"
 Bronze Liners, thickness in way of bushes as per Rule 19/32" Thickness between bushes as per Rule 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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no
 Length of Bearing in Stern Bush next to and supporting propeller 40"
 Propeller, dia. 10' 7 1/2" Pitch 10' 10" No. of Blades 4 Material C.S. whether Moveable no. Total Developed Surface 41.5 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size 2 @ 7" x 5" x 6" Pumps connected to the Main Bilge Line { No. and size 1 @ 7" x 5" x 6" + ejector 3" bore.
 How driven Steam How driven Steam
 Ballast Pumps, No. and size 2 @ 2" dia Lubricating Oil Pumps, including Spare Pump, No. and size 5 @ 2" dia
 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 5 @ 2" dia

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4 3/4" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Ejector 3" dia 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 stowhold 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 yes 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 yes worked from yes

MAIN BOILERS, &c.—(Letter for record "S") Total Heating Surface of Boilers 2402 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers One single ended. Working Pressure 215 lb. sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? no. already forwarded with report 45298.
 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 yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes
 State the principal additional spare gear supplied air, feed, bilge and duplex pump valves, main & donkey check valves, centrifugal pump impeller shaft, feed pump plunger.

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

[Signature]

Manufacturer.

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During progress of work in shops - - 1934 H
 Dates of Survey while building - - - Aug 24, Sept 2, 5, 13, 18, Oct 2, 6, 9, 12, 18, 19, 26, 30.
 During erection on board vessel - - - Nov. 6, 7, 15, 22, 26, 27, 30. Dec 3.
 Total No. of visits 22.

Dates of Examination of principal parts—Cylinders 6-11-34 Slides 6-11-34 Covers 6-11-34.
 Pistons 6-11-34 Piston Rods 6-11-34 Connecting rods 6-11-34.
 Crank shaft 30-10-34 Thrust shaft 18-10-34 Intermediate shafts 6-10-34.
 Tube shaft - Screw shaft 6-10-34 Propeller 2-10-34.
 Stern tube 2-10-34 Engine and boiler seatings 22-11-34 Engines holding down bolts 22-11-34.
 Completion of fitting sea connections 9-10-34.
 Completion of pumping arrangements 30-11-34 Boilers fixed 22-11-34 Engines tried under steam 30-11-34.
 Main boiler safety valves adjusted 30-11-34 Thickness of adjusting washers F 3/8" A 3/8 Superheater 1/4"
 Crank shaft material Steel Identification Mark 885 Thrust shaft material Steel Identification Mark 885
 Intermediate shafts, material Steel Identification Marks 885 Tube shaft, material - Identification Mark -
 Screw shaft, material Steel Identification Mark 885 Steam Pipes, material S.D. Steel Test pressure 645#. Date of Test 31/10/34 @ Sheffield

Is an installation fitted for burning oil fuel ho Is the flash point of the oil to be used over 150°F. 100
 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 ho 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 "Pentland Firth"
General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey and the materials and workmanship are sound and good. It has been satisfactorily fitted on board, tried under steam and found in order.
 It is eligible in my opinion, to have record H.L.M.C. 12, 34. C.L.

[Faint handwritten notes and signatures in the background of the form]

The amount of Entry Fee ... £ 3 : 0 ✓
 Special ... £ 38 : 10 ✓
 Donkey Boiler Fee ... £ : : ✓
 Travelling Expenses (if any) £ : : ✓

When applied for: 17 DEC 1934
 When received: 1.1.19 34 J.D. 2/1

B. Moffatt
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 21 DEC 1934
 Assigned + Lamb 12.34 J.D., G.L.



CERTIFICATE WRITTEN