

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

22 NOV 1928

Date of writing Report

21 Nov 1928

When handed in at Local Office

21 Nov 1928

Port of

HULL.

No. in Survey held at

Hull

Date, First Survey

7 June

Last Survey

15 Nov 1928.

Reg. Book.

6166 on the Steam Trawler "LORD GREY"

(Number of Visits 21.)

Built at

Leeds

By whom built

Cochrane & Sons Ltd.

Yard No.

1078

Tons

Gross

Net

When built

1928

Engines made at

Hull

By whom made

Amos & Smith Ltd

Engine No.

568

when made

1928

Boilers made at

Hull

By whom made

Amos & Smith Ltd

Boiler No.

568

when made

1928

Registered Horse Power

Owners

Pickering & Kildane S. Trawling Co Ltd

Port belonging to

Hull.

Nom. Horse Power as per Rule

96

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

13.22 1/4 34

Length of Stroke

16

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7.1

as fitted 7.2

Crank pin dia.

4 1/2

Crank webs

Mid. length breadth 14 3/4

Mid. length thickness 4 3/4

shrink

Thickness parallel to axis 4 3/4

Thickness around eye-hole 3 9/32

Intermediate Shafts, diameter

as per Rule 6.8

as fitted

Thrust shaft, diameter at collars

as per Rule 7.1

as fitted 7.2

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 7.7

as fitted 8 1/4

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted 9 1/16

Thickness between bushes

as per Rule

as fitted 9 1/16

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

Yes

Length of Bearing in Stern Bush next to and supporting propeller

36

Propeller, dia.

10'-0"

Pitch

10'-10 1/2"

No. of Blades

4

Material

CS

whether Moveable

No

Total Developed Surface

36

sq. feet

Feed Pumps worked from the Main Engines, No.

One

Diameter

2 7/8

Stroke

13"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No.

One

Diameter

2 7/8

Stroke

13"

Can one be overhauled while the other is at work

Yes

Feed Pumps

No. and size

One 6 1/4 x 4 3/4 x 6"

Pumps connected to the

No. and size

6 1/4 x 4 3/4 x 6"

How driven

Steam

3" Electro

Ballast Pumps, No. and size

Lubricating Oil Pumps, including Spare Pump, No. and size

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

Bilge Pumps;—In Engine and Boiler Room

2 @ 2"

In Holds, &c.

5 @ 2"

Suctions, connected to both Main Bilge Pumps and Auxiliary

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 3" Electro

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 stakehold 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

Inward Suctions

How are they protected

Wood casing

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

worked from

MAIN BOILERS, &c.—(Letter for record (S))

Total Heating Surface of Boilers

1698 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

One Single ended 15B

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?

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. State the articles supplied:—

2 Top end bolts & nuts. 2 Bottom end bolts & nuts.

2 Main bearing bolts & nuts. Set of coupling bolts & nuts. Set of feed &

bilge pump valves. Main & donkey check valves. Safety valve spring.

End pump ram. C. pump impeller & shaft. 3 Condenser tubes

Spare valves for donkey pump. Bolts & nuts of various sizes.

The foregoing is a correct description,
For AMOS & SMITH LTD.

Manufacturer.

MANAGER.



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Lloyd's Register
Foundation

002101-002108-0075

21408

During progress of work in shops - - June 7. 12. July 14. 16. Aug 13. 16. 29. Sept 5. 11. 14. 20. 24. Oct 12. 30. Nov 3. 8. 9. 12. 13. 15. 15.
During erection on board vessel - -
Total No. of visits 21.

Dates of Examination of principal parts—Cylinders 20. 9. 28 Slides 30. 10. 28 Covers 20. 9. 28
Pistons 30. 10. 28 Piston Rods 30. 10. 28 Connecting rods 30. 10. 28
Crank shaft 24. 10. 28 Thrust shaft 5. 9. 28 Intermediate shafts ✓
Tube shaft ✓ Screw shaft 11. 9. 28 Propeller 11. 9. 28
Stern tube 11. 9. 28 Engine and boiler seatings 13. 11. 28 Engines holding down bolts 13. 11. 28
Completion of fitting sea connections 14. 9. 28
Completion of pumping arrangements 15. 11. 28 Boilers fixed 13. 11. 28 Engines tried under steam Nov 15th 1928
Main boiler safety valves adjusted 15. 11. 28 Thickness of adjusting washers 4 1/2 S. 3 1/8 P
Crank shaft material Steel Identification Mark 449 Thrust shaft material Steel Identification Mark 449
Intermediate shafts, material Identification Marks ✓ Tube shaft, material Identification Mark ✓
Screw shaft, material Steel Identification Mark 449 Steam Pipes, material S.D. Copper Test pressure 400 Lbs Date of Test
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 ✓
Is this machinery duplicate of a previous case Yes If so, state name of vessel "Lord Stewart"

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, together with all pumping arrangements. It is eligible in my opinion to have record of + L.M.C. 11. 28. C.L.

The foregoing reports will be sent shortly, with F.E. report upon a sister vessel.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11. 28 C.L.
23/11/28.
J. J.

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 24 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 21 Nov 28.
When received, 21.12.28

Committee's Minute
Assigned Hume 11. 28 C.L.
TUE. 27 NOV 1928
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation