

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 22 NOV 1928

Date of writing Report 21-11-28 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 Selby By whom built Cochran & Sons Ltd. Yard No. 1078 Tons Gross Net
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 & Hudson S. Trawling 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 3/4 37 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 7 1/2 as fitted 7 1/2 Crank pin dia. 4 1/2 Crank webs Mid. length breadth 14 3/4 Thickness parallel to axis 4 3/4
as fitted 4 3/4 Mid. length thickness 4 3/4 shrunk Thickness around eye-hole 3 1/2
Intermediate Shafts, diameter as per Rule 6.8 Thrust shaft, diameter at collars as per Rule 7 1/2
as fitted Tube Shafts, diameter as per Rule 7 1/2 Screw Shaft, diameter as per Rule 8 1/2 Is the tube screw shaft fitted with a continuous liner Yes
Bronze Liners, thickness in way of bushes as per Rule 9 1/16 as fitted 9 1/16 Thickness between bushes as per Rule 9 1/16 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
Propeller, dia. 10'-0" Pitch 10'-10 1/2" No. of Blades 4 Material Cast whether Movable 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 Main Bilge Line No. and size 6 1/4 x 4 3/4 x 6 How driven Steam
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 Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 @ 2" In Holds, &c. 5 @ 2"

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" 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 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 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 Main Boilers Yes Auxiliary Boilers Donkey Boilers
(If not state date of approval) Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

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

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

Manufacturer.
MANAGER.



21488

During progress of work in shops - - 1928 June 7-12 July 4-16 Aug 13-16-29 Sept 5-11-14-20-24 Oct 12-30 Nov 3-8-9-12-13-15-15

Dates of Survey while building 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 15th 1928

Main boiler safety valves adjusted 15.11.28 Thickness of adjusting washers 4/32 S. 3/8 P

Crank shaft material Steel Identification Mark 449349 Thrust shaft material Steel Identification Mark 449349

Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark 449349 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.

G.S.

23/11/28.

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

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

John A. Mackintosh
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 NOV 1928

Assigned Hume 11.28 CL

