

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

22 NOV 1929

Date of writing Report 20.11.29 When handed in at Local Office 20 Nov 29 Port of Hull
 No. in Survey held at Hull Date, First Survey 18 April Last Survey 12 Nov 1929
 Reg. Book. 11618 on the Steam Trawler "LORD TRENT" (Number of Visits 19) Tons { Gross 255.88 Net 121.46
 Built at Sully By whom built Cochran & Sons Ltd Yard No. 1062 When built 1929
 Engines made at Hull By whom made Amos & Smith Ltd Engine No. 587 when made 1929
 Boilers made at Hull By whom made M. J. Do Boiler No. 587 when made 1929
 Registered Horse Power Owners Pickering & Holderness Steam 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 1/2 37 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.8 Crank pin dia. 7 1/2 Crank webs Mid. length breadth 4 3/4 Thickness parallel to axis 4 3/4
 as fitted 7 1/2 Mid. length thickness 4 3/4 Thickness around eye-hole 3 3/4
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule 6.8
 as fitted Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 7.7 Is the { tube } shaft fitted with a continuous liner { Yes
 as fitted 8 1/2 Is the after end of the liner made watertight in the propeller boss 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
 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 36
 Length of Bearing in Stern Bush next to and supporting propeller 38 sq. feet
Propeller, dia. 10'-3" Pitch 10'-4 1/2" No. of Blades 4 Material cast whether Moveable No Total Developed Surface 38
Feed Pumps worked from the Main Engines, No. Diameter 2 7/8" Stroke 13" Can one be overhauled while the other is at work
Bilge Pumps worked from the Main Engines, No. Diameter 2 7/8" Stroke 13" Can one be overhauled while the other is at work
Feed Pumps { No. and size one, 6 1/2" x 4 3/4" x 6" Pumps connected to the { No. and size one, 6 1/2" x 4 3/4" x 6" + 3" Gasket
 { How driven Steam Main Bilge Line { How driven
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" Gasket
 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 stokehold plates Yes Are the Overboard Discharges above or below the deep water line About
 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 suction How are they protected wood casing
 What pipes pass through the deep tanks Have they been tested as per Rule
 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 1698 sq. feet
 Is Forced Draft fitted No No. and Description of Boilers one single ended 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?

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. State the articles supplied:—2 Bolts & nuts for top ends, bottom ends & main bearings. Set of coupling bolts & nuts. Set of feed & bilge pump valves. Main & donkey check valves. Safety valve spring. Feed pump ram. Circ. pump impeller & shaft. 3 Condenser tubes. Spare valves for donkey pump. Bolts & iron provisions sizes

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

Amos & Smith
MANAGER

Manufacturer.



© 2020 Lloyd's Register Foundation

1929. Apr 18 May 17. 24 June 10 July 4. 8. 22. 24. 31. Aug 7. 27. Oct 1. 21.
Nov 4. 9. 11. 17. 17.

Dates of Survey while building
 During progress of work in shops ---
 During erection on board vessel ---
 Total No. of visits 19

Dates of Examination of principal parts—Cylinders 7. 8. 29 Slides 7. 8. 29 Covers 7. 8. 29
 Pistons 7. 6. 29. Piston Rods 22. 7. 29 Connecting rods 22. 7. 29
 Crank shaft 24. 7. 29 Thrust shaft 17. 5. 29 Intermediate shafts
 Tube shaft 24. 5. 29 Screw shaft 24. 5. 29 Propeller 24. 5. 29
 Stern tube 24. 5. 29 Engine and boiler seatings 11. 11. 29 Engines holding down bolts 11. 11. 29
 Completion of fitting sea connections 1. 10. 29
 Completion of pumping arrangements 12. 11. 29 Boilers fixed 11. 11. 29 Engines tried under steam 12. 11. 29
 Main boiler safety valves adjusted 12. 11. 29 Thickness of adjusting washers P 1/2 5 3/8
 Crank shaft material Steel Identification Mark 482 Thrust shaft material Steel Identification Mark 482
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Steel Identification Mark 482 Steam Pipes, material S.D. Copper Test pressure 400 lbs. Date of Test 11. 11. 29
 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 carrying and burning oil fuel been complied with
 Is this machinery duplicate of a previous case Yes If so, state name of vessel Lord Waindrow

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey & the materials and workmanship are sound & good. It has been satisfactorily fitted on board, tried under steam & found in good order. It is eligible in my opinion to have record of + L.M.C. 11. 29 C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11. 29. C.L.

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

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 1929
 When received, 23. 11. 29

Committee's Minute FRI. 29 NOV 1929
 Assigned + L.M.C. 11. 29

