

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

20 SEP 1933

19 SEP 1933

Date of writing Report 19 SEP 1933 When handed in at Local Office 19 SEP 1933 Port of Hull

No. in Survey held at Hull Date, First Survey 20th Dec 1932 Last Survey 12th Sep 1933
 Reg. Book. on the Steam Trawler "LORD LLOYD" (Number of Visits 27)

Built at Selby By whom built Gehraue Sons Ltd Yard No. 1115 Tons Gross 396 Net 153
 When built 1933

Engines made at Hull By whom made Angus & Smith Ltd Engine No. 632 When made 1933

Boilers made at Hull By whom made do Boiler No. 632 When made 1933

Registered Horse Power Owners Pickering & Stammers Steam Trawling Co Ltd Port belonging to Hull

Nom. Horse Power as per Rule 101 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 7.2 as fitted 7.2 Crank pin dia. 4 1/2" Crank webs Mid. length breadth 14 3/4" Thickness parallel to axis 4 3/4" Mid. length thickness 4 3/4" shrunk Thickness around eye-hole 3 15/32"

Intermediate Shafts, diameter as per Rule as fitted 7 3/8" Thrust shaft, diameter at collars as per Rule as fitted 7.2

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 4.8 Is the tube screw shaft fitted with a continuous liner Yes

Bronze 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 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

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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 36"

Propeller, dia. 10'-3" Pitch 11'-0" No. of Blades 4 Material Cast whether Movable No Total Developed Surface 38 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

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

Feed Pumps No. and size one 6 1/2" x 4 3/4" x 6" Pumps connected to the Main Bilge Line No. and size one 6 1/2" x 4 3/4" x 6" How driven Steam

Ballast Pumps, No. and size Lubricating Oil Pumps, including Space 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. 3 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 3" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 2" 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 stokehold 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 Suctions How are they protected wood casings

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 1804 Sq. ft.

Is Forced Draft fitted No No. and Description of Boilers one single ended Working Pressure 210 Lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

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.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied.

Set of air pump valves. Safety valve spring. Main & donkey check valves & seats. Feed pump plunger. Circ. pump impeller and shaft.

The foregoing is a correct description, FOR ANGUS & SMITH LTD,

A. R. Kerney Manufacturer. MANAGER.



1931
 During progress of work in shops - - Mar. 20. 28. 30. Apr. 3. 7. 13. 19. 25. May. 1. 9. 15. 22. 26. 30. June. 8. 13. 23. 28. 30. July. 5. 7. 12.
 During erection on board vessel - - Sep. 4. 5. 6. 8. 12.
 Total No. of visits 27.

Dates of Examination of principal parts—Cylinders 13. 6. 33 Slides 23. 6. 33 Covers 13. 6. 33
 Pistons 23. 6. 33 Piston Rods 13. 6. 33 Connecting rods 13. 6. 33
 Crank shaft 23. 6. 33 Thrust shaft 1. 5. 33 Intermediate shafts 1. 5. 33
 Tube shaft Screw shaft 1. 5. 33 Propeller 28. 6. 33
 Stern tube 28. 6. 33 Engine and boiler seatings 6. 9. 33 Engines holding down bolts 6. 9. 33
 Completion of fitting sea connections 5. 4. 33
 Completion of pumping arrangements 8. 9. 33 Boilers fixed 6. 9. 33 Engines tried under steam 8. 9. 33
 Main boiler safety valves adjusted 8. 9. 33 Thickness of adjusting washers 4/32 P. & S.
 Crank shaft material Steel Identification Mark 4497 711 Thrust shaft material Steel Identification Mark 4497 711
 Intermediate shafts, material Steel Identification Marks 4497 711 Tube shaft, material Steel Identification Mark
 Screw shaft, material Steel Identification Mark 4497 711 Steam Pipes, material S.S. Steel Test pressure 630 lbs. Date of Test 6. 9. 33
 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. Yes. If so, state name of vessel Bayflower 45901.

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 steam & found in good order.

It is my opinion to have records of F.L.M.C. 9.33 C.L.

[Faint handwritten notes and signatures]

The amount of Entry Fee ... £ 3 : :
 Special ... £ 25 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 19 SEP 1933
 When received, 22.9.19.33

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

Committee's Minute FRI. 22 SEP 1933

Assigned + L.M.C. 9.33 C.L.



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

CERTIFICATE WRITTEN