

Rpt. 4.

No. 41576.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

JAN 1931

Date of writing Report

When handed in at Local Office

Port of

No. in Survey held at

Date, First Survey

Last Survey

Reg. Book.

(Number of Visits

on the STEAM TRAWLER "LORD BEAVERBROOK"

Tons

Gross 362.10
Net 140.53

Built at

By whom built

Yard No.

When built

Engines made at

By whom made

Engine No.

When made

Boilers made at

By whom made

Boiler No.

When made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines

Triple Expansion

Revs. per minute

Dia. of Cylinders

Length of Stroke

No. of Cylinders

No. of Cranks

Crank shaft, dia. of journals

as per Rule

Crank pin dia.

Crank webs

Mid. length breadth

shrink

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule

as fitted

Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

Is the after end of the liner made watertight in the

propeller boss

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

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia.

Pitch

No. of Blades

Material

whether Movable

Total Developed Surface

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Feed Pumps

No. and size

Pumps connected to the

Main Bilge Line

No. and size

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

In Pump Room

In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges,

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers

Forward suction

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record

Total Heating Surface of Boilers

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

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

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

Feed pump ram and neck ring

Safety valve spring

valves for air & donkey pumps

bent pump shaft and impeller

The foregoing is a correct description,

Manufacturer.

For AMOS & SMITH LTD.

Geo. F. Warden

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Lloyd's Register
Foundation

002838-002845-0146

PILLAR
Centr
Stiff
Plati
STRING
Upper
Scrib
Thic
Thic
If SI
Secon
Strin
STR
Garb
Flat Plat
BOTOM P
of Strak
BILGE PLA
Strakes
SIDE PLA
Strakes
UPPER DI
strake 4
UPPER D.
strake i
STRAKE BI
strake 4
STRAKE BI
strake ii
POOP SIDE
BRIDGE SU
FOREO'TLE
Total No.
HIDSHU
COLLISIC
AFTER P
STEEL.

Dates of Survey while building
During progress of work in shops - - - 1930. Aug 7. Sept 11. 16. 22. 26. 27. Oct 6. 10. 15. 17. 18. 23. 24. 30. 31. Nov 11.
During erection on board vessel - - - 17. 17. 18. 18. Dec 10. 17. 18. 20. 24. 29.
Total No. of visits 26

Dates of Examination of principal parts—Cylinders 31-10-30 Slides 31-10-30 Covers 31-10-30
Pistons 31-10-30 Piston Rods 31-10-30 Connecting rods 31-10-30
Crank shaft 15-9-30 Thrust shaft 23-10-30 Intermediate shafts 15-10-30
Tube shaft 10-10-30 Propeller 18-10-30
Stern tube 26-9-30 Engine and boiler seatings 18-12-30 Engines holding down bolts 24-12-30
Completion of fitting sea connections 12-11-30
Completion of pumping arrangements 24-12-30 Boilers fixed 24-12-30 Engines tried under steam 29-12-30
Main boiler safety valves adjusted 29-12-30 Thickness of adjusting washers P 1 1/2" S 1 1/2"
Crank shaft material Steel Identification Mark *Lloyds 564* Thrust shaft material Steel Identification Mark *Lloyds 564*
Intermediate shafts, material Steel Identification Marks *Lloyds 564* Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark *Lloyds 564* Steam Pipes, material *1.8.6. copper* Test pressure *400 lb* Date of Test 20-12-30.
Is an installation fitted for burning oil fuel *no* 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 *no* 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 *"Beachflower"*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery of this vessel has been built under special survey. It has been satisfactorily fitted on board, tried under full working conditions and found in good order.*
It is eligible, in my opinion, to have record of L.M.C. 12.30.

The forging reports were forwarded with report on sister vessel "Beachflower"

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 24 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 6 Jan 1931
When received, 8.1.1931

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

Committee's Minute
Assigned
TUE. 13 JAN 1931
+ Lmb 12.30 CL

