

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 18.12.30 When handed in at Local Office 18 Dec 30 Port of **HULL** Received at London Office 20 DEC 1930

No. in Survey held at **HULL** Date, First Survey **16 Aug** Last Survey **15 Dec 1930**

Reg. Book. **60617** on the **STEAM TRAWLER "BEACHFLOWER"** (Number of Visits **24**)

Gross Tons **374.67** Net Tons **145.15**

Built at **Selly** By whom built **Bochrane & Sons** Yard No. **1098** When built **1930**

Engines made at **Hull** By whom made **Amos & Smith Ltd** Engine No. **620** When made **1930**

Boilers made at **Hull** By whom made **Amos & Smith Ltd** Boiler No. **620** When made **1930**

Registered Horse Power **96** Owners **Yorkshire Steam Fishing Co Ltd** Port belonging to **Hull**

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

a. of Cylinders **13** Length of Stroke **26"** No. of Cylinders **3** No. of Cranks **3**

Crank shaft, dia. of journals **7.2"** as per Rule **7.2"** as fitted **7.2"** Crank pin dia. **4.5"** Mid. length breadth **14.4"** Thickness parallel to axis **4.5"**

Intermediate Shafts, diameter **6.9"** as per Rule **6.9"** as fitted **6.9"** Thrust shaft, diameter at collars **7.2"** as per Rule **7.2"** as fitted **7.2"**

Propeller Shafts, diameter **8.4"** as per Rule **8.4"** as fitted **8.4"** Is the shaft fitted with a continuous liner **yes**

Bronze Liners, thickness in way of bushes **9/16"** as per Rule **9/16"** as fitted **9/16"** Thickness between bushes **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 **yes**

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**

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 **yes**

If so, state type **Oil Gland** Length of Bearing in Stern Bush next to and supporting propeller **36"**

Propeller, dia. **10' 3"** Pitch **10' 7 1/2"** No. of Blades **4** Material **Steel** whether Moveable **no** Total Developed Surface **38** sq. feet

ed Pumps worked from the Main Engines, No. **One** Diameter **2 1/8"** Stroke **13"** Can one be overhauled while the other is at work **yes**

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ed Pumps No. and size **One 6 1/4" x 4 3/4" x 6"** Pumps connected to the Main Bilge Line No. and size **One 6 1/4" x 4 3/4" x 6"** How driven **Steam**

How driven **Steam** Lubricating Oil Pumps, including Spare Pump, No. and size **One 3 1/2"**

two independent means arranged for circulating water through the Oil Cooler **yes** Suctions, connected to both Main Bilge Pumps and Auxiliary

ge Pumps;—In Engine and Boiler Room **2 @ 2"** In Holds, &c. **5 @ 2"**

in 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**

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**

all Sea Connections fitted direct on the skin of the ship **yes** Are they fitted with Valves or Cocks **both**

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**

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**

at Pipes pass through the bunkers **forward** How are they protected **wood casings**

at pipes pass through the deep tanks **yes** Have they been tested as per Rule **yes**

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **yes**

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

partment to another **yes** Is the Shaft Tunnel watertight **yes** Is it fitted with a watertight door **worked from**

IN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **1698 sq. ft.**

Forced Draft fitted **no** No. and Description of Boilers **One single ended** Working Pressure **200 lb. sq. in.**

A REPORT ON MAIN BOILERS NOW FORWARDED? **yes**

A DONKEY BOILER FITTED? **no** If so, is a report now forwarded? **no**

the donkey boiler intended to be used for domestic purposes only **no**

ANS. Are approved plans forwarded herewith for Shafting **yes** Main Boilers **yes** Auxiliary Boilers **yes** Donkey Boilers **yes**

Preheaters **yes** General Pumping Arrangements **yes** Oil fuel Burning Piping Arrangements **yes**

SPARE GEAR.

the spare gear required by the Rules been supplied **yes**

the principal additional spare gear supplied **Safety valve spring, valves for air and donkey**

pumps, **Feed pump ram & neck ring, bent pump shaft & impeller.**

The foregoing is a correct description,

Manufacturer.

For AMOS & SMITH LTD.

Secy. J. H. H. H.

SECRETARY

2400-995500-95500

Dates of Survey while building
During progress of work in shops -- 1930. Aug 16. Sept 10. 11. 15. 22. 26. 27. Oct 3. 10. 15. 17. 24. 30. 31. Nov 11. 14. 18.
Dec 4. 5. 9. 11. 12. 15. 1931
During erection on board vessel --
Total No. of visits 24.

Dates of Examination of principal parts—Cylinders 17-11-30 Slides 17-11-30 Covers 17-11-30
Pistons 17-11-30 Piston Rods 17-11-30 Connecting rods 17-11-30
Crank shaft 10-9-30 Thrust shaft 15-10-30 Intermediate shafts 15-10-30
Tube shaft 3-10-30 Screw shaft 3-10-30 Propeller 3-10-30
Stern tube 3-10-30 Engine and boiler seatings 9-12-30 Engines holding down bolts 11-12-30
Completion of fitting sea connections 31-10-30
Completion of pumping arrangements 11-12-30 Boilers fixed 11-12-30 Engines tried under steam 12-12-30
Main boiler safety valves adjusted 12-12-30 Thickness of adjusting washers P $\frac{1}{32}$ " S $\frac{1}{32}$ "
Crank shaft material Steel Identification Mark Lloyd's 563 Thrust shaft material Steel Identification Mark Lloyd's 563
Intermediate shafts, material Steel Identification Marks Lloyd's 563 Tube shaft, material Identification Mark
Screw shaft, material Steel Identification Mark Lloyd's 563 Steam Pipes, material S.D. 64/100 Test pressure 400 lb. Date of Test 4-12-30
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 "Pennine"

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 CL.

The foregoing reports sent herewith refer also to the sister vessel "Lord Beaverbrook" to be reported shortly.

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 24 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 18 Dec 30
When received, 22/12/30

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

Committee's Minute

TUE. 30 DEC 1930

Assigned

+ L.M.C. 12.30 CL

CERTIFICATE WRITTEN



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