

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

26 OCT 1933

Date of writing Report 10/11/33 When handed in at Local Office 25 OCT 1933 Port of Hull
 No. in Survey held at Hull Date, First Survey 13. 6. 33 Last Survey 21. 10. 1933
 Reg. Book. on the Steam Trawler "LORD PLENDER" (Number of Vents 26) Tons { Gross 396.31, Net 153.08
 Built at Selby By whom built Cochrane & Sons Ltd Yard No. 1117 When built 1933
 Engines made at Hull By whom made Charles D. Engine No. 1440 When made 1933
 Cylinders made at Hull By whom made Holmes & Co Ltd Boiler No. 1440 When made 1933
 Registered Horse Power Owners Pickering & Wessons Steam Trawling Co Ltd Port belonging to Hull
 Net 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

GINES, & Co.—Description of Engines Triple Expansion Revs. per minute
 No. of Cylinders 13" . 23" . 37" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 4 1/2" Crank pin dia. 4 1/2" Crank webs Mid. length breadth 14 1/2" Thickness parallel to axis 4 7/8"
 as fitted 4 1/2" Mid. length thickness 4 7/8" shrunk Thickness around eye-hole 3 3/8"
 Intermediate Shafts, diameter as per Rule 6.9" Thrust shaft, diameter at collars as per Rule 4 1/2"
 as fitted 4 1/2" as fitted 4 1/2"
 Main Shafts, diameter as per Rule 7 1/2" Screw Shaft, diameter as per Rule 8 1/4" Is the { tube } shaft fitted with a continuous liner { Yes }
 as fitted 7 1/2" as fitted 8 1/4"
 Liner 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
 as fitted 9/16" as fitted 9/16" 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 Yes
 Propeller, dia. 10'-3" Pitch 11'-0" No. of Blades 4 Material C.S. whether Movable No Length of Bearing in Stern Bush next to and supporting propeller 36"
 Total Developed Surface 39 sq. feet
 Main Engines, No. one Diameter 23 1/2" Stroke 14 3/4" Can one be overhauled while the other is at work Yes
 Auxiliary Engines, No. one Diameter 23 1/2" Stroke 14 3/4" Can one be overhauled while the other is at work Yes
 Main Bilge Line, No. and size one 6" x 4 1/2" x 6" Pumps connected to the Main Bilge Line { No. and size one 6" x 4 1/2" x 6" How driven Steam }
 Lubricating Oil Pumps, including Spare Pump, No. and size one 2" @ 2" Suctions, connected to both Main Bilge Pumps and Auxiliary Pumps; In Engine and Boiler Room 2 @ 2"
 In Holds, &c. 3 @ 2"

In Water Circulating Pump Direct Bilge Suctions, No. and size one, 3" Ejector Independent Power Pump Direct Suctions to the Engine Room Bilges, and size one, 3 1/2" 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
 Do the pipes pass through the bunkers Forward Suctions How are they protected Wood casing
 Do the pipes pass through the deep tanks Yes 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 Yes worked from Yes

MAIN BOILERS, & Co.—(Letter for record 5) Total Heating Surface of Boilers 1804 sq. ft.
 Forced Draft fitted No No. and Description of Boilers one Single ended Working Pressure 210 lbs.
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
 Is a donkey boiler intended to be used for domestic purposes only No
 Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 Heaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied Yes
 Are valves for air, fuel, bilge & donkey pumps, Safety valve opening, air & donkey check valves & seats, Fuel pump ram, circulating pump impeller & shaft.

The foregoing is a correct description,
 FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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During progress of work in shops -- 1933. June 13, 19, 23, 30. July 7, 11, 17, 19, 27. Aug. 1, 2, 5, 10, 15, 17, 21, 24. Sept. 12, 15, 27. Oct. 5, 9, 11, 16, 19, 21.

Dates of Survey while building During erection on board vessel ---

Total No. of visits 26

Dates of Examination of principal parts—Cylinders 10.8.33 Slides 12.9.33 Covers 10.8.33
 Pistons 12.9.33 Piston Rods 21.8.33 Connecting rods 21.8.33
 Crank shaft 21.8.33 Thrust shaft 27.7.33 Intermediate shafts 27.7.33
 Tube shaft ✓ Screw shaft 10.8.33 Propeller 10.8.33
 Stern tube 10.8.33 Engine and boiler seatings 9.10.33 Engines holding down bolts 9.10.33
 Completion of fitting sea connections 17.8.33
 Completion of pumping arrangements 16.10.33 Boilers fixed 9.10.33 Engines tried under steam 19.10.33
 Main boiler safety valves adjusted 16.10.33 Thickness of adjusting washers A. 3/8" F. 3/8"

Crank shaft material Steel Identification Mark Lloyd's No. 817 Thrust shaft material Steel Identification Mark Lloyd's No. 817
 Intermediate shafts, material Steel Identification Marks Lloyd's No. 817 Tube shaft, material ✓ Identification Mark
 Screw shaft, material Steel Identification Mark Lloyd's No. 817 Steam Pipes, material S.D. Steel Test pressure 630 Lbs. Date of Test Tested at Sheffield
 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 Rockflowes Rpt. No. 44106

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. It is eligible in my opinion to have record of +L.M.C. 10-33. C.L.

The foregoing reports were sent with the above reports on the sister vessel S.T. Rockflowes

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

The amount of Entry Fee ... £ 0 : 0 :
 Special ... £ 25 : 5 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 25 OCT 1933
 When received, 1.11.1933

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

Committee's Minute
 Assigned
 FRI. 27 OCT 1933
 + L.M.C. 10-33
 C.L.

