

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 29 MAY 1936

Date of writing Report

19

When handed in at Local Office

28 MAY 1936

Port of

No. in Survey held at
Reg. Book.

18231

on the

Steam Trawler "Lord Middleton"

Date, First Survey

24th Jan 1936

Last Survey

20th May 1936

(Number of Visits)

35

Tons

Gross 1464

Net 188

Built at

Selly

By whom built

Cochrane & Sons Ltd

Yard No. 1155

When built 1936

Engines made at

Hull

By whom made

Amos & Smith Ltd

Engine No. 647

When made 1936

Boilers made at

do

By whom made

do

Boiler No. 647

When made 1936

Registered Horse Power

Owners Pickering & Haldane's Steam Trawling Co. Ltd.

Port belonging to

Hull

Nom. Horse Power as per Rule

112

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 1/2", 24" & 39"

Length of Stroke

27"

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7.65"

Crank pin dia. 7 7/8"

Crank webs

Mid. length breadth

shrink

Thickness parallel to axis 5"

Intermediate Shafts, diameter

as per Rule 7.3"

as fitted 7 1/2"

Thrust shaft, diameter at collars

as per Rule 7.65"

as fitted 7 7/8"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule 8.175"

as fitted 8 1/2"

Is the

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted 17.4/32"

Thickness between bushes

as per Rule 13/32"

as fitted 5/8"

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

Yes

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'-6"

Pitch 10'-9"

No. of Blades 4

Material C.I.

whether Movable

No

Total Developed Surface 38.5 sq. feet

Feed Pumps worked from the Main Engines, No. 1

Diameter 3"

Stroke 14"

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 1

Diameter 3"

Stroke 14"

Can one be overhauled while the other is at work

Yes

Feed

No. and size One 6 1/4" x 4 3/4" x 6" Duplex

Pumps connected to the

No. and size One 6 1/4" x 4 3/4" x 6" Duplex

(Gen. Service Pump)

Pumps

How driven Steam (Gen. Service Pump)

Main Bilge Line

How driven Steam

Ballast Pumps, No. and size

Yes

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Yes

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 4" dia 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

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

Yes

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

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

MAIN BOILERS, &c.—(Letter for record 'S')

Total Heating Surface of Boilers 1960 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?

Yes

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

Yes

PLANS.

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

Superheaters

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

1 Set air, feed, & bilge pump valves. 1 main & 1 donkey check valves.

6 piston studs & nuts. 1 feed pump plunger, gland, & neck ring. 2 donkey pump valves.

3 condenser tubes & 12 ferrules. 1 Circ pump impeller & shaft & 2 top & 2 bottom bolts.

1 safety valve spring.

The foregoing is a correct description.

For AMOS & SMITH LTD.

W. E. Brown.

Manufacturer.

SECRETARY.

005377-005386-0127

NOTE: The words within no not apply

Im. 130. T.

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

1936:- Jan. 24. 29. Feb. 4. 7. 13. 14. 21. 24. 26.
Mar. 2. 4. 6. 9. 11. 16. 20. 23. 25. 30. Apr. 2. 3. 7. 8. 16. 24. 28. 28. 30.
May 1. 5. 7. 8. 11. 12. 20.
35

Dates of Examination of principal parts—Cylinders 6/3/36 Slides 20/3/36 Covers 20/3/36
Pistons 16/3/36 Piston Rods 16/3/36 Connecting rods 20/3/36
Crank shaft 4 9 6/3/36 Thrust shaft 17/2/36 Intermediate shafts 17/2/36
Tube shaft ✓ Screw shaft 17 9 24/2/36 Propeller 6/3/36
Stern tube 6/3/36 Engine and boiler seatings 23/3/36 Engines holding down bolts 1/5/36
Completion of fitting sea connections 23/3/36
Completion of pumping arrangements 12/5/36 Boilers fixed 27/4/36 Engines tried under steam 12/5/36
Main boiler safety valves adjusted 12/5/36 Thickness of adjusting washers P & S 3/8".
Crank shaft material Steel Identification Mark 761 Thrust shaft material Steel Identification Mark 761
Intermediate shafts, material Steel Identification Marks 761 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark 761 Steam Pipes, material SD Steel Test pressure 630 lbs Date of Test 8/5/36
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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been constructed under Special Survey, in accordance with the approved plans, the materials and workmanship being sound and good. It has been satisfactorily fitted on board, tried under steam, and found satisfactory. It is eligible, in my opinion, to have record + L.M.C. 5-36-T-S.(CL)

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 28 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 28 MAY 1936
When received, 30 5 1936

H. B. Edwards
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 9 JUN 1936 FRI 17 JUL 1936

Assigned + dmb. 5.36



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