

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 Hull

No. in Survey held at Hull Date, First Survey 24th Jan 1936 Last Survey 20th May 1936
 Reg. Book. 18231 on the Steam Trawler "Lord Middleton" (Number of Visits 35) Gross Tons 464 Net Tons 188

Built at Selby By whom built Cochran & 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. Boat 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 Thickness parallel to axis 5" as fitted 7 7/8" Mid. length thickness shrunk Thickness around eye-hole 3 9/16"

Intermediate Shafts, diameter as per Rule 7.3" Thrust shaft, diameter at collars as per Rule 7.65" as fitted 7 1/2" as fitted 7 7/8"

Tube Shafts, diameter as per Rule — Screw Shaft, diameter as per Rule 8.175" Is the screw shaft fitted with a continuous liner Yes as fitted 8 1/2"

Bronze Liners, thickness in way of bushes as per Rule 17/32" Thickness between bushes as per Rule 13/32" Is the after end of the liner made watertight in the propeller boss Yes as fitted 5/8" as fitted 5/8"

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'-6" Pitch 10'-9" No. of Blades 4 Material C.I. whether Malleable 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 —

Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 14" Can one be overhauled while the other is at work —

Feed Pumps No. and size One 6 1/4" x 4 3/4" x 6" Duplex Pumps connected to the Main Bilge Line No. and size One 6 1/4" x 4 3/4" x 6" Duplex (Gen. Service) Pumps How driven Steam (Gen. Service Pump) Main Bilge Line 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 2 @ 2" In Pump Room — 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 — 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 '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? —

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.

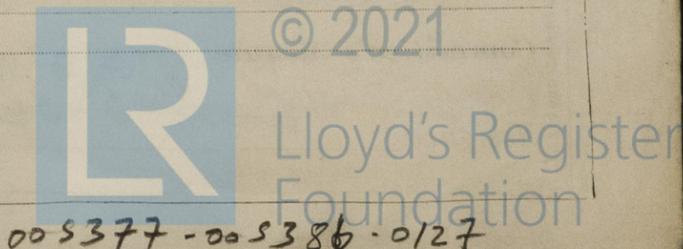
Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied 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

Dates of Survey while building {

 During progress of work in shops - - - 1936:- Jan. 24, 29. Feb. 4, 7, 13, 17, 21, 24, 26

 During erection on board vessel - - - 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.

 Total No. of visits 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 & 6/3/36 Thrust shaft 17/2/36 Intermediate shafts 17/2/36

 Tube shaft ✓ Screw shaft 17 & 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, 30.5.36

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

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

Assigned

tdmb. 5.36
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The Surveys are requested not to write on or below the space for Committee's Minute.