

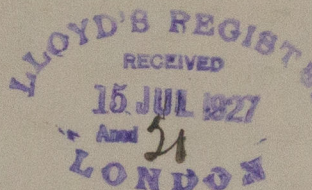
All communications to be addressed
TO THE SURVEYORS.



Lloyd's Register of Shipping.

162, Trafford Road, Salford,

Manchester, 14th July, 1927.



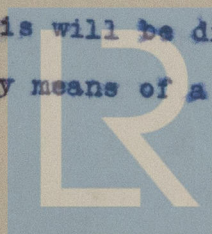
Reference

Dear Sir,

We beg to forward herewith, for the consideration of the Committee, plans in duplicate of main propelling and auxiliary engines proposed by Messrs. L. Gardner & Sons Ltd., for Capt. Rumbold's "Lily Maid IV".

The main propelling engine is Gardners size 3T5, 3 cylinder, vertical, single acting, two stroke cycle, Semi-Diesel Engine, $8\frac{1}{2}$ " bore, $9\frac{1}{2}$ " stroke, developing 54 BHP at 400 rpm., with a maximum explosion pressure of 300 lbs. per square inch. This engine is fitted with clutch to propeller shaft, the engine being directly reversible by means of compressed air at a working pressure of 250 lbs. per square inch.

The auxiliary generating and air compressing set consists of their OV vertical single cylinder, single acting, four stroke cycle, paraffin engine, bore $2\frac{3}{4}$ ", stroke 4", developing $1\frac{1}{4}$ BHP at 770 rpm., with a maximum pressure of 250 lbs. per square inch. This will be direct coupled to an electric generator, and also by means of a clutch to a small



Lloyd's Register
Foundation

W316-0116 1/2

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air compressor of bore $1\frac{7}{8}$ " and stroke 4", for a maximum air pressure of 250 lbs. per square inch, the whole being mounted on a combination bedplate. Details of this air compressor will be submitted later.

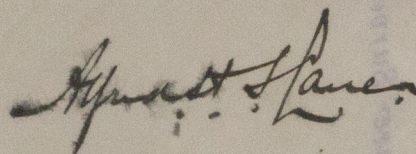
The main engine, it is stated, is similar to that approved in your letter of the 10th May last, for Messrs. Workman, Clark & Co's No. 494, and the auxiliary engine to that approved in your letter of the 26th February last for Messrs. Wm Beardmore's No. 648 and Messrs. J. Brown & Co's No. 518, except that the air compressing cylinder is, in the present case, to be a separate unit.

This auxiliary engine is to be provided with a paraffin hand lamp for preliminary heating of the vapourising chamber, petrol not to be used for starting purposes. The hand lamp will be mounted on a bracket attached to the engine crankcase.

We are, Dear Sir,

Yours faithfully,

for the Surveyors,



The Secretary,

LONDON.



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