

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 FEB 1930

Date of writing Report 21 Feb 30 When handed in at Local Office 21 Feb 1930. Port of Hull.

No. in Survey held at Hull Date, First Survey 14 Oct 29 Last Survey 11 Feb 1930.  
 Reg. Book. 11675 on the Steam Trawler "LOCH INVER" (Number of Visits 19.)

Gross 256.46.  
 Tons Net 157.44.  
 When built 1930

Built at Burnley By whom built Cook, Nelson & Co. Ltd Yard No. 537

Engines made at Hull By whom made Charles & Holmes & Co. Ltd Engine No. 1365 when made 1930

Boilers made at Hull By whom made do Boiler No. 1365 when made 1930

Registered Horse Power Owners Port belonging to

Nom. Horse Power as per Rule 96 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which Vessel is intended Fishing.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute

Dia. 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 7.1 Crank pin dia. 4 1/2" Crank webs Mid. length breadth 14 1/2" Thickness parallel to axis 4 7/8" shrunk Thickness around eye-hole 3 1/2"

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule 7.1 as fitted 7 1/2"

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

Bronze Liners, thickness in way of bushes as per Rule 7.6 Thickness between bushes as per Rule 7.6 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft

Propeller, dia. 9' 9" Pitch 16 1/2" No. of Blades 4 Material Cast Iron whether Movable Total Developed Surface 35 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 2 1/4" Stroke 14 3/4" Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. One Diameter 2 1/4" Stroke 14 3/4" Can one be overhauled while the other is at work

Feed Pumps No. and size One 6" x 4 1/2" x 6" Pumps connected to the Main Bilge Line No. and size 6" x 3 1/2" x 6" (one), and ejector

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 Holds, &c. 5 @ 2"

Main 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

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

What Pipes pass through the bunkers Inward Suctions

How are they protected Good casing

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 1698 Sq. feet

Is Forced Draft fitted No No. and Description of Boilers One Simple ended Working Pressure 200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded?

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. State the articles supplied:—2 Bolts & nuts for top ends, bottom ends and main bearings. Set of coupling bolts & nuts. Air, fuel & bilge pump valves. Main & donkey check valves & seats. Feed pump ram. Safety valve spring. Circ. pump spindle. Bolts & iron of various sizes

The foregoing is a correct description,

P. PROBY CHARLES D. HOLMES &amp; CO., LTD.

Harold Sheardown

DIRECTOR.



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Lloyd's Register Foundation

WS-6-6185



Rpt. 5  
Date of wr  
No. in  
Reg. Book  
11675  
Master  
Engines  
Boilers  
Nominal  
MULT  
Manufac  
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1929. Oct 14. Nov 4. 11. 20. Dec 11. 17. 21. 30. 1930. Jan 2. 6. 8. 9. 13. 15. 20. Feb 3. 4.

Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits 79.

Dates of Examination of principal parts—Cylinders 6.1.30 Slides 15.1.30 Covers 6.1.30  
Pistons 15.1.30 Piston Rods 9.1.30 Connecting rods 9.1.30  
Crank shaft 9.1.30 Thrust shaft 11.11.29 Intermediate shafts  
Tube shaft ✓ Screw shaft 4.11.29 Propeller 4.11.29  
Stern tube 4.11.29 Engine and boiler seatings 6.2.30 Engines holding down bolts 6.2.30  
Completion of fitting sea connections 13.1.30  
Completion of pumping arrangements 11.2.30 Boilers fixed 6.2.30 Engines tried under steam 11.2.30  
Main boiler safety valves adjusted 11.2.30 Thickness of adjusting washers F 4/32 A 2/32  
Crank shaft material Steel Identification Mark Lloyd 507 Thrust shaft material Steel Identification Mark Lloyd 507  
Intermediate shafts, material ✓ Identification Marks Tube shaft, material ✓ Identification Mark  
Screw shaft, material Steel Identification Mark Lloyd 507 Steam Pipes, material S.D. Copper Test pressure 400 lbs. Date of Test 4.2.30.  
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 ✓  
Is this machinery duplicate of a previous case? No If so, state name of vessel Galvani.

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under special survey & the materials and workmanship are sound & good. It has been satisfactorily fitted on board, tried under steam & found in good order. It is eligible in my opinion to have record of + L.M.C. 2.30 C.L.

The foregoing reports were sent with first entry report on the steam trawler Lady Margaret.

It is submitted that this vessel is eligible for the record. + L.M.C. 2.30 C.L.

26/2/30.

The amount of Entry Fee ... £ 2 : 0 :  
Special ... £ 24 : 0 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for 26 Feb 1930  
When received 1.3.30

John H. Mackintosh  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned

28 FEB. 1930  
+ L.M.C. 2.30 C.L.

CERTIFICATE WRITTEN.

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