

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 AUG 1930

Date of writing Report 28. 8. 1930 When handed in at Local Office 26 Aug 1930 Port of Hull
 No. in Survey held at HULL Date, First Survey 26 May Last Survey 20 Aug 1930
 Reg. Book. 61608 on the Steam Trawler "LADY ELSA"
 Built at Beverley By whom built Cook, Welton & Gemmell Ltd Yard No. 551 Tons { Gross 373.42
 Engines made at Hull By whom made Charles D. Holmes & Co Ltd Engine No. 1405 when made 1930
 Boilers made at Hull By whom made - do - Boiler No. 1405 when made 1930
 Registered Horse Power Owners Jutland Amalgamated Trawlers Port belonging to Hull
 Nom. Horse Power as per Rule 96 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" 23" 37" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7 1/2" Crank pin dia. 7 1/2" Crank webs Mid. length breadth 14 1/4" Thickness parallel to axis 1 7/8"
 as fitted 7 1/2" Mid. length thickness 4 7/8" shrunk Thickness around eye-hole 3 3/8"
 Intermediate Shafts, diameter as per Rule 6 8" Thrust shaft, diameter at collars as per Rule 7 1/2"
 as fitted 7 1/2" as fitted 7 1/2"
 Tube Shafts, diameter as per Rule 8 1/2" Is the { tube } shaft fitted with a continuous liner { yes
 as fitted 8 1/2" { screw }
 Bronze Liners, thickness in way of bushes as per Rule 9/16" Thickness between bushes as per Rule 3/8" Is the after end of the liner made watertight in the
 as fitted 9/16" as fitted 3/8" 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 36"
 Propeller, dia. 10' Pitch 10' 10 1/2" No. of Blades 4 Material C.I. whether Moveable no Total Developed Surface 34.75 sq. feet
 Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 14 3/4" Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 14 3/4" Can one be overhauled while the other is at work
 Feed Pumps { No. and size One 6" x 4 1/4" x 6" Pumps connected to the { No. and size One 6" x 4 1/4" x 6" & ejector
 How driven Steam 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 5 @ 2" 5 @ 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 & strum
 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 forward suction How are they protected Wood casing
 What pipes pass through the deep tanks 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 1698 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers One Single Ended Working Pressure 200 lb.
 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 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; set of air, feed & bilge pump valves.
 Safety valve spring; main & donkey check valves; spare valves for donkey pump
 circulating pump impeller & spindle. Feed pump ram. Bolts & iron of various sizes.

The foregoing is a correct description,

For CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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Lloyd's Register
Foundation

002385-002400-0133

2411-1

Dates of Survey while building
During progress of work in shops - - 1930. May 16. Jun 2. 12. 19. 23. July 2. 5. 14. 23. 24. Aug 2. 6. 8. 11. 12. 16. 20.
During erection on board vessel - - -
Total No. of visits 14.

Dates of Examination of principal parts—Cylinders 5-7-30 + 24-7-30 Slides 5-7-30 + 24-7-30 Covers 5-7-30 + 24-7-30
Pistons 5-7-30 + 24-7-30 Piston Rods 5-7-30 + 24-7-30 Connecting rods 24-7-30.
Crank shaft 14-7-30 Thrust shaft 2-6-30 Intermediate shafts 2-6-30.
Tube shaft ✓ Screw shaft 26-5-30 + 2-6-30 Propeller 26-5-30 + 2-6-30.
Stern tube 26-5-30. Engine and boiler seatings 8-8-30. Engines holding down bolts 8-8-30.
Completion of fitting sea connections 23-7-30.
Completion of pumping arrangements 16-8-30 Boilers fixed 8-8-30. Engines tried under steam 16-8-30 + 20-8-30.
Main boiler safety valves adjusted 16-8-30. Thickness of adjusting washers P $\frac{11}{32}$ " S $\frac{11}{32}$ "
Crank shaft material Steel Identification Mark Lloyd's No 613 Thrust shaft material Steel Identification Mark Lloyd's No 613
Intermediate shafts, material steel Identification Marks Lloyd's No 613 Tube shaft, material ✓ Identification Mark
Screw shaft, material Steel Identification Mark Lloyd's No 613 Steam Pipes, material 58 Copper Test pressure 400 lb Date of Test 12-8-30
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 Yes If so, state name of vessel "Lady Margot"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under special survey and the materials and workmanship are sound and good.
It has been satisfactorily fitted on board, tried under steam and found in good order.
It is eligible, in my opinion, to have record
+ L.M.C. 8.30. C.L.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 8.30 C.L.
APR 27/9 10

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

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 24 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 16 Aug 1930.
When received, 2-9-30

B. Moffatt.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned + L.M.C. 8.30