

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 10 When handed in at Local Office 10 Port of Hull
 No. in Survey held at 18228 on the Steam Trawler "Lady Philomena" Date, First Survey 15th Nov. 1935 Last Survey 4th Feb. 1936
 Reg. Bk. (Number of Visits 26)
 Built at Beverley By whom built Cook, Welton & Gemmell Ltd. Yard No. 606 Tons { Gross 417 Net 157
 Engines made at Hull. By whom made C.D. Holmes & Co. Ltd. Engine No. 1490 When built 1936
 Boilers made at do By whom made do Boiler No. do When made 1936
 Registered Horse Power Owners Jutland Amalgamated Trawlers Ltd. Port belonging to Hull.
 Nom. Horse Power as per Rule 105 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 118.
 Dia. of Cylinders 13½", 23" & 37" Length of Stroke 26" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.4" as fitted 7½" Crank pin dia. 7½" Crank webs Mid. length breadth shrunk Thickness parallel to axis 4 7/8" Mid. length thickness ✓ Thickness around eye-hole 3 3/8"
 Intermediate Shafts, diameter as per Rule 7.05" as fitted 7½" Thrust shaft, diameter at collars as per Rule 7.4" as fitted 7½"
 Tube Shafts, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 7.9" as fitted 8 1/4" Is the { screw } shaft fitted with a continuous liner { yes
 Bronze Liners, thickness in way of bushes as per Rule 7/16" as fitted 7/16" Thickness between bushes as per Rule 3/8" as fitted 3/8" 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 ✓ 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'-1½" Pitch 10'-9" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 38.5 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 3½" x 6" Simplex Pumps connected to the { No. and size One 6" x 4 1/4" x 6" Duplex. One 3" 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 2 @ 2" In Pump Room ✓ In Holds, &c. 5 @ 2" ✓

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" dia 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 1940 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers One Single-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? ✓
 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 pump valves, 1 S.V. spring, 1 main & 1 donkey check valve & seat, 12 condenser ferrules & 3 tubes, 1 impeller & shaft and 2 top & bottom end bolts for centrifugal circ. pump, 1 set aux pump valves, 1 main feed pump plunger with gland and neck-ring, 1 water gauge bottom pipe.

The foregoing is a correct description.
 FOR CHARLES D. HOLMES & CO., LTD.

Manufacturer.



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003200-003207-0124

Dates of Survey while building
During progress of work in shops -- 1935:- Nov. 15. 15. 19. 19. 22. 24. 28. (Dec 3. 5. 10. 13. 16. 19. 24. 31.
During erection on board vessel --- 1936:- Jan. 27. 28. 30. 31. Feb. 4.
Total No. of visits 20.

Dates of Examination of principal parts—Cylinders 19/11/35 & 10/12/35 Slides 13/12/35 Covers 13/12/35
Pistons 13/12/35 Piston Rods 27/11/35 Connecting rods 13/12/35
Crank shaft 3/12/35 Thrust shaft 27/11/35 Intermediate shafts 27/11/35
Tube shaft ✓ Screw shaft 27/11/35 & 15/11/35 Propeller 13/12/35
Stern tube 27/11/35 Engine and boiler seatings 24/12/35 Engines holding down bolts 28/1/36
Completion of fitting sea connections 24/12/35
Completion of pumping arrangements 4/2/36 Boilers fixed 28/1/36 Engines tried under steam 4/2/36
Main boiler safety valves adjusted 4/2/36 Thickness of adjusting washers 5/16"
Crank shaft material Steel Identification Mark 992 Thrust shaft material Steel Identification Mark 992
Intermediate shafts, material Steel Identification Marks 992 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark 992 Steam Pipes, material S.D. Copper Test pressure 400 lbs Date of Test 31/1/36
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 Yes If so, state name of vessel Lady Beryl (Hull No 46425)

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 good. It is eligible in my opinion to have record of + LMC 2.36 T.S.(CL)

The amount of Entry Fee ... £ 3 : - :
Special ... £ 26 : 5 : :
Donkey Boiler Fee ... £ : : :
Travelling Expenses (if any) £ : : :
When applied for 12.2.36
When received 3.3.36

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

Committee's Minute TUE. 18 FEB 1936

Assigned

+ LMC 2.36 CL



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