

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 JAN 1934

Date of writing Report 19 When handed in at Local Office 12 JAN 1934 Port of Hule  
 No. in Survey held at Reg. Book. Hule Date, First Survey 3rd Nov. 1933 Last Survey 10th Jan. 1934  
 on the Steam Trawler "LADY ADELAIDE" (Number of Visits 18)  
 Built at Bury By whom built Cook, Wilton & Gemmell Ltd Yard No. 586 When built 1934  
 Engines made at Hule By whom made Charles D. Engine No. 1451 When made 1934  
 Boilers made at Hule By whom made Holmes & Co Ltd Boiler No. 1451 When made 1934  
 Registered Horse Power Owners J. & A. Amey & Co Ltd Port belonging to Hule  
 Nom. Horse Power as per Rule 102 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, 34 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 7 1/2 7.39 Crank pin dia. 7 1/2 Crank webs Mid. length breadth 14 1/2 shrunk Thickness parallel to axis 4 7/8  
 as fitted 7 1/2 Mid. length thickness 4 7/8 Thickness around eye-hole 3 3/8  
 Intermediate Shafts, diameter as per Rule 6.9 7.04 Thrust shaft, diameter at collars as per Rule 7 1/2 7.39  
 as fitted 7 1/2 Tube Shafts, diameter as per Rule 4.93 7.87 Is the tube shaft fitted with a continuous liner Yes  
 as fitted 8 1/4 Is the screw shaft fitted with a continuous liner Yes  
 Screw Shaft, diameter as per Rule 8 1/4 Is the after end of the liner made watertight in the propeller boss Yes  
 as fitted 7 1/6 Thickness between bushes as per Rule 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 Yes  
 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 Yes  
 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. 10-0 Pitch 10-6 No. of Blades 4 Material Cast whether Moveable No Total Developed Surface 87.5 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 Yes  
 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 Yes  
 Feed Pumps No. and size 6 x 4 1/2 x 6 & 6 x 3 1/2 x 6 Pumps connected to the Main Bilge Line No. and size 6 x 4 1/2 x 6 & 3" Ejector  
 How driven Steam 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. 4 @ 2"  
 In Pump Room

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 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 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 1866 sq. feet.  
 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? Yes  
 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 Spare valves for air, fuel, bilge & donkey pumps.  
 Safety valve spring. Main & donkey check valves & seats. Feed pump ram.  
 Circulating pump impellers and shaft.

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

Manufacturer.



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003458-003465-0173



Dates of Survey while building  
During progress of work in shops -- Nov. 3, 9, 14, 25, 27, 28, 30. Dec. 1, 7, 9, 11, 12, 15, 22, 23, 30. Jan. 4, 10.  
During erection on board vessel --  
Total No. of visits 18

Dates of Examination of principal parts—Cylinders 25.11.33 Slides 15.12.33 Covers 25.11.33  
Pistons 15.12.33 Piston Rods 7.12.33 Connecting rods 7.12.33  
Crank shaft 9.11.33 Thrust shaft 9.11.33 Intermediate shafts 9.11.33  
Tube shaft ✓ Screw shaft 14.11.33 Propeller 14.11.33  
Stern tube 14.11.33 Engine and boiler seatings 22.12.33 Engines holding down bolts 23.12.33  
Completion of fitting sea connections 1.12.33  
Completion of pumping arrangements 4.1.34 Boilers fixed 22.12.33 Engines tried under steam 10.1.34  
Main boiler safety valves adjusted 4.1.34 Thickness of adjusting washers 3/8 3/8  
Crank shaft material Steel Identification Mark Lugs No. 841 Thrust shaft material Steel Identification Mark Lugs No. 841  
Intermediate shafts, material Steel Identification Marks Lugs No. 841 Tube shaft, material ✓ Identification Mark  
Screw shaft, material Steel Identification Mark Lugs No. 841 Steam Pipes, material L.D. Copper Test pressure 400 lbs Date of Test 30.12.33  
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 ✓  
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 Lilian 43635.

General Remarks (State quality of workmanship, opinions as to class, &c. This vessel's machinery has been built under special survey & the materials & workmanship are sound & good. It has been satisfactorily fitted on board, tried under full working conditions & found in good order. It is eligible in my opinion to have record of +. Luce. 1.34. C.L.

The amount of Entry Fee ... £ 3 : :  
Special ... £ 25 : 10 : :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 12 JAN 1934  
When received, 1-2-1934

John Schackirdy  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUE. 18 JAN 1934

+ Luce 134 C.L.

CERTIFICATE WRITTEN

Elec. Light

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