

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

DEC 12 1939

Date of writing Report 11 DEC 1939 to 11 DEC 1939 When made at Local Office HULL Port of HULL

No. in Survey held at Hull Date, First Survey 33.5.1896 Last Survey 18.11.1939
 Reg. Book. 21028 (Number of Visits 32) Tons Gross 581
 on the Steam Trawler LADY MADELEINE Net 214.

Built at Beverley By whom built Cook, Welton & Gemmell, Ltd. Yard No. 651 When built 1939-11.

Engines made at Hull By whom made C. D. Holmes & Co., Ltd. Engine No. 1553 When made 1939-11

Boilers made at -do- By whom made -do- Boiler No. -do- When made -do-

Registered Horse Power ✓ Owners Jutland Amalgamated Trawlers, Ltd. Port belonging to Hull.

Nom. Horse Power as per Rule 170.165 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 Surface condensing Revs. per minute 125

Dia. of Cylinders 15" - 25" - 42" Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 8.369 Crank pin dia. 8 1/2" Crank webs Mid. length breadth ✓ Thickness parallel to axis 5 1/2"
 as fitted 8 1/2" Mid. length thickness ✓ Thickness around eye-hole 3 13/16"

Intermediate Shafts, diameter as per Rule 7.971 Thrust shaft, diameter at collars as per Rule 8.359
 as fitted 8 1/8" as fitted 8 1/2"

Tube Shafts, diameter as per Rule ✓ Screw Shaft, diameter as per Rule 8.867 Is the tube shaft fitted with a continuous liner ✓
 as fitted ✓ as fitted 9" as fitted 3 1/2"

Bronze Liners, thickness in way of bushes as per Rule .566 Thickness between bushes as per Rule .311 Is the after end of the liner made watertight in the propeller boss Yes.
 as fitted 19/32" as fitted 1/2" If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length.

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 4 1/2"

Propeller, dia. 10'-9" Pitch 10' - 10 1/2" No. of Blades 4 Material C.1 whether Moveable Solid Total Developed Surface 42 1/2 sq. feet

Feed Pumps worked from the Main Engines, No. 2. Diameter 2 5/8" Stroke 16" Can one be overhauled while the other is at work Yes.

Bilge Pumps worked from the Main Engines, No. 2. Diameter 2 7/8" Stroke 16" Can one be overhauled while the other is at work Yes.

Feed Pumps { No. and size One 7x5+6 / 2-2 7/8 x 16" Pumps connected to the { No. and size One 6x4 1/4 x 6 / 3" Ejector / 2-2 7/8 x 16"
 How driven Ind. Steam / Main Engines. Main Bilge Line { How driven Ind. Steam / Steam / Main Engines.

Ballast Pumps, No. and size One - 7x5+6. (the above) Lubricating Oil Pumps, including Spare Pump, No. and size None.

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" dia., 1 @ 3" dia. (Ejector) 1 @ 2" dia. (hand pump)

In Pump Room 1 @ 2" dia., Fore + aft fish rooms 1 ea. @ 3" dia., Cod liver oil & Residue tanks 1 ea. @ 2" dia. (connected to ejector only)
In Holds, &c. Fore + aft slush wells 1 ea. @ 2" dia.; Fore store room.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One @ 5" dia Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Steam Ejector. 3" dia. 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 Ind. bilge suction How are they protected Wood casing.

What pipes pass through the deep tanks None 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 None. Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2551 sq. ft.

Is Forced Draft fitted Yes. No. and Description of Boilers One S.B. Working Pressure 225 lbs/0"

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 Yes. Main Boilers 19.1.39. Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)

Superheaters Plans of Manchester General Pumping Arrangements 15.8.39. Oil fuel Burning Piping Arrangements ✓
cert. herewith

SPARE GEAR.

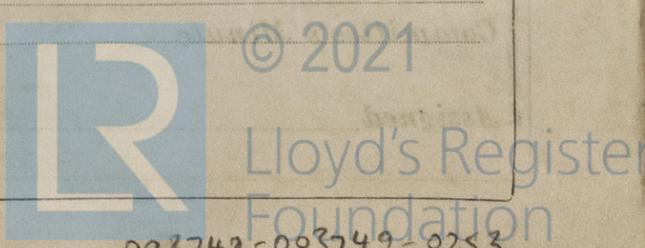
Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied ✓

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

[Signature]

Manufacturer.



003742-003749-0253

NOTE.—The words which do not apply should be deleted.

During progress of work in shops -- 1939. MAY. 23, JUN. 20, JUL. 20, 28, AUG. 15, 23, 24, 24, 28, SEP. 5, 5, 7, 11, 12, 13, 16, 20, 21, 26, 27, 29, OCT. 3, 3, 5, 5, 14, NOV. 3, 6, 10, 13, 14, 18

Dates of Survey while building During erection on board vessel --

Total No. of visits 32

Dates of Examination of principal parts—Cylinders 7-9-39 Slides 21-9-39 Covers 21-9-39
 Pistons 26-9-39 Piston Rods 27-9-39 Connecting rods 27-9-39
 Crank shaft 21-9-39 Thrust shaft 21-9-39 Intermediate shafts 16-9-39
 Tube shaft ✓ Screw shaft 12-9-39 Propeller 12-9-39
 Stern tube 12-9-39 Engine and boiler seatings 12-9-39 Engines holding down bolts 13-11-39

Completion of fitting sea connections 12-9-39
 Completion of pumping arrangements 18-11-39 Boilers fixed 6-11-39 Engines tried under steam 18-11-39
 Main boiler safety valves adjusted 18-11-39 Thickness of adjusting washers Port 1/32" S^W 3/8" Superheats 1/2"

Crank shaft material Steel Identification Mark 1437 D.L.M.C. 21/9/39 Thrust shaft material Steel Identification Mark 1635 A.E.C. 28.7.39
 Intermediate shafts, material Steel Identification Marks 1633 A.E.C. 11.7.39 1437 R.S. 16.9.39 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Steel Identification Mark 1634 A.E.C. 11.7.39 1437 D.L.M.C. 12.9.39 Steam Pipes, material Steel Test pressure 675 lbs/sq Date of Test 14.11.39

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*

General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery of the vessel has been constructed & fitted on board under Special Survey in accordance with the Rules & the approved plans. The workmanship & materials are good & when tried under steam it was found satisfactory in every respect.

It is eligible, in my opinion, to be classed with the records of *L.M.C. 11.39 C.L.* & to have the notation *T. 3 by 15" 25" & 42" - 27"*

225 lb. F.D (S) 170 NHP. 1. SB (Spt) 3 c.f. G.S. 64 H.S 2551

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 42 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for 11 DEC 1939
 When received 3/1/1940

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED 20 DEC 1939
 Assigned *f L.M.C 11.39*
Spt. FD, CL



see sub. vol. no. 501.02 in air book

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