

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

DEC 12 1939

Date of writing Report

When made up at Local Office

11 DEC 1939

Port of

HULL

No. in Survey held at

Hull.

Date, First Survey 33.5.39

Last Survey 18.11.1939

Reg. Book.

(Number of Visits 32)

581

on the Steam Trawler **LADY MADELEINE**

Tons Gross 581

Net 214.

Built at

Beverley

By whom built

Cook, Welton &amp; Gemmell Ltd.

Yard No. 651

When built 1939-11.

Engines made at

Hull.

By whom made

C. D. Holmes &amp; 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

170.16

Is Refrigerating Machinery fitted for cargo purposes

No.

Is Electric Light fitted

yes.

Trade for which Vessel is intended

Fishing.

## ENGINES, &amp;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 8.359"

as fitted 8 1/2"

Crank pin dia.

8 1/2"

Crank webs

Mid. length breadth

✓

shrunk

Thickness parallel to axis

5 1/4"

Intermediate Shafts, diameter

as per Rule

7.971"

as fitted 8 1/8"

Thrust shaft, diameter at collars

as per Rule

8.359"

as fitted 8 1/2"

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule

8.867"

as fitted 9"

Is the tube

screw

shaft fitted with a continuous liner

yes

Bronze Liners, thickness in way of bushes

as per Rule

566"

as fitted 19/32"

Thickness between bushes

as per Rule

1/2"

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

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

42"

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 7x5x6 / 2-2 7/8 x 16"

Pumps connected to the

No. and size

One 6x4 1/4 x 6 / 3" ejector

How driven

Ind. Steam

Main Engines.

Ballast Pumps, No. and size

One - 7x5x6. (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.

10 3/8" dia. (ejector)

10 3/8" dia. (hand pump)

In Holds, &amp;c. Fore + aft. slush wells 1 ea. @ 2" dia; Fore store room.

In Pump Room

1 @ 2" dia; Fore + aft. fish rooms

1 ea. @ 3" dia; Cod liver oil &amp; Residue tanks

1 ea. @ 2" dia. (connected to ejector only)

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

Fold. bilge suction

How are they protected

Wood casings.

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, &amp;c.—(Letter for record S)

Total Heating Surface of Boilers

2551 sq

Is Forced Draft fitted

yes.

No. and Description of Boilers

One S.B.

Working Pressure

225 lbs/a"

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

✓

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 &amp; CO., LTD.

Manufacturer.



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Lloyd's Register Foundation

003742-003749-0253

Dates of Survey while building  
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.  
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 12-9.39 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 1/8" 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 1437 R.S. 16.9.39 Tube shaft, material Steel Identification Mark 1634 A.E.C. 11.7.39  
Screw shaft, material Steel Identification Mark 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 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 Cy 15" 25" & 42" - 27".  
225 lb. F.D (s) 170 NHP. 1.5B (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

Committee's Minute WED 20 DEC 1939  
Assigned + L.M.C. 11.39  
Spt. F.D, C.L.