

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 21.4.37 When handed in at Local Office 23 APR 1937 Port of HULL Received at London Office APR 24 1937

No. in Survey held at Hull Date, First Survey 29th Jan 1934 Last Survey 14th April 1937

Reg. Book. 88311 on the Steam Trawler "LADY SHIRLEY" (Number of Visits 21)

Gross 471.85 Tons
Net 176.57 Tons

Built at Beverley By whom built Lock, Melling & Semmel Ltd Yard No. 615 When built 1937-4

Engines made at Hull By whom made S. D. Holmes & Co Ltd Engine No. 1504 When made 1937

Boilers made at Hull By whom made S. D. Holmes & Co Ltd Boiler No. 1504 When made 1937

Registered Horse Power 120 Owners Taitland Amalgamated Trawlers Ltd Port belonging to Hull

Nom. Horse Power as per Rule 120 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 Reciprocating Triple Expansion Revs. per minute 3

Dia. of Cylinders 13 1/2 - 24 - 39 Length of Stroke 27 No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals 7.7/7 as per Rule 8 Crank pin dia. 8 Crank webs Mid. length breadth 15 1/8 Thickness parallel to axis 5
as fitted 8 Mid. length thickness 5 shrunk Thickness around eye-hole 3 1/4

Intermediate Shafts, diameter 7.35 as per Rule 7.7/7 Thrust shaft, diameter at collars 8 as per Rule 8
as fitted 7.35 as fitted 8

Tube Shafts, diameter 8.2 1/4 as per Rule 8 1/2 Is the tube shaft fitted with a continuous liner Yes
as fitted 8 1/2

Bronze Liners, thickness in way of bushes 3/16 as per Rule 4/32 Thickness between bushes 1/2 Is the after end of the liner made watertight in the propeller boss Yes
as fitted 3/16 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 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No If so, state type 36

Propeller, dia. 10' 4 1/2" Pitch 10' 10 1/2" No. of Blades 4 Material Cast iron whether Moveable No Total Developed Surface 41 sq. feet

Feed Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. One Diameter 3" Stroke 15" Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size Two Duplex 6" x 4 1/4" x 6" Pumps connected to the { No. and size One Duplex 6" x 4 1/4" x 6" / 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 Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2 at 2" diameter
In Pump Room 5 at 2" diameter

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4" dia. 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 sized 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 Casings

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 Yes Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2160 square feet

Is Forced Draft fitted No No. and Description of Boilers One Single Ended Return Tube Working Pressure 215 lbs/p

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 — Auxiliary Boilers — Donkey Boilers —
(If not state date of approval)

Superheaters — General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements —

SPARE GEAR.

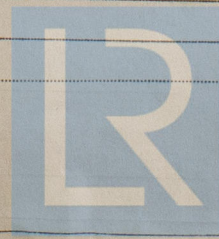
Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied.

One Impeller & shaft circulating pump.
One set valves for "Duplex" pump.
One spare bottom water gauge pipe
Two studs for feed & bilge pump frames
One set air pump valves
One safety valve spring
One auxiliary check valve lid & seat
One main check valve lid & seat.
One feed pump plunger.

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

Manufacturer.



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Lloyd's Register
Foundation

Dates of Survey while building { During progress of work in shops - - 1937: - Jan 29. Feb 9. 10. 23. 24. Mar 3. 11. 12. 13. 15. 16. 17. 19. 23. 24. 30.
 Apr 5. 7. 8. 14. 14.
 During erection on board vessel - - -
 Total No. of visits 21.

Dates of Examination of principal parts - Cylinders 23.3.37. Slides 23.3.37. Covers 23.3.37.
 Pistons 23.3.37. Piston Rods 17.3.37. Connecting rods 17.3.37.
 Crank shaft 18.3.37. Thrust shaft 11.3.37. Intermediate shafts 11.3.37.
 Tube shaft ' Screw shaft 29.1.37. 9.2.37. Propeller 9.2.37.
 Stern tube 9.2.37. Engine and boiler seatings 23.2.37. Engines holding down bolts 5.4.37.
 Completion of fitting sea connections 23.2.37.
 Completion of pumping arrangements 14.4.37. Boilers fixed 5.4.37. Engines tried under steam 14.4.37.
 Main boiler safety valves adjusted 14.4.37. Thickness of adjusting washers F = 1/32" A = 1/32".
 Crank shaft material Steel Identification Mark 1064 Thrust shaft material Steel Identification Mark 1064
 Intermediate shafts, material Steel Identification Marks 1064 Tube shaft, material ' Identification Mark -
 Screw shaft, material Steel Identification Mark 1064 Steam Pipes, material S.D. Copper Test pressure 430 lbs/sq. in. Date of Test 8.4.37.
 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 No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, the materials & workmanship are 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 + L.M.C 4, 37 C.L.

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 30 : 0 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 23 APR 1937
 When received, 5.5.37

J. A. Orle
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 30 APR 1937

Assigned + L.M.C 4.37
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