

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

11 DEC 1939

Received at London Office

DEC 12 1939

of writing Report 20-11-39 When handed in at Local Office 10 Port of **HULL**

in Survey held at **Hull** Date, First Survey 20-5-39 Last Survey 11-11-1939  
(Number of Visits 36)

g. Book. on the **Steam Trawler LADY LILIAN** Tons { Gross 581  
Net 214

uilt at **Beverley** By whom built **Cook, Nelson & Gurnell** Yard No. 650 When built 1939-11

gines made at **Hull** By whom made **C. D. Holmes** Engine No. 1552 When made 1939-11

ilers made at **do** By whom made **do** Boiler No. **do** When made **do**

egistered Horse Power **170** Owners **Jutta and Amalgamated Trawlers** Port belonging to **Hull**

m. Horse Power as per Rule **170** Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **Yes**

ide for which Vessel is intended **Fishing**

**GINES, & Co.**—Description of Engines **Triple Expansion Surface condensing** Revs. per minute **125**

a. of Cylinders **15-25-42** Length of Stroke **27** No. of Cylinders **3** No. of Cranks **3**

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

ermediate Shafts, diameter as per Rule **7.971** Thrust shaft, diameter at collars as per Rule **8.369**  
as fitted **8 1/8** as fitted **8 1/2**

be Shafts, diameter as per Rule **8.867** Is the { tube } shaft fitted with a continuous liner { **Yes** }  
as fitted **9** { screw }

onze Liners, thickness in way of bushes as per Rule **5.566** Thickness between bushes as per Rule **3.11** Is the after end of the liner made watertight in the  
as fitted **19/32** as fitted **1/2**

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**

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**

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 **Yes**

ft. **No** If so, state type **Yes** Length of Bearing in Stern Bush next to and supporting propeller **4 1/2**

ropeller, 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

eed Pumps worked from the Main Engines, No. **2** Diameter **2 3/8"** Stroke **16"** Can one be overhauled while the other is at work **Yes**

ilge Pumps worked from the Main Engines, No. **2** Diameter **2 1/8"** Stroke **16"** Can one be overhauled while the other is at work **Yes**

eed Pumps { No. and size **One 7x5x6** } **2-2 3/8x16"** Pumps connected to the { No. and size **One 6x4 1/2x6** } **3" Ejector** } **2-2 3/8x16"**  
{ How driven **Ind. Steam** } **Main Engines** { Main Bilge Line } **How driven **Ind. Steam** } **Steam** } **Main Engines****

allast Pumps, No. and size **One 7x5x6 (As above)** Lubricating Oil Pumps, including Spare Pump, No. and size **None**

re two independent means arranged for circulating water through the Oil Cooler **Yes** Suctions, connected to both Main Bilge Pumps and Auxiliary  
ilge Pumps;—In Engine and Boiler Room **2 2 1/2" dia** **7 2 3" dia (Ejector)** **7 2 2" dia (Land pump)**

ump Room **In Holds, &c. **Fore & Aft Stern wells. 1 ea 2 1/2" dia; Fore stern room****  
**2 2" dia; Fore & Aft Fore rooms 1 ea 2 2" dia; Cold lead at Redoubt tanks 1 ea 2 2" dia (connected to Ejector only)**

ain Water Circulating Pump Direct Bilge Suctions, No. and size **One 2 1/2" 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**

re 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**

re all Sea Connections fitted direct on the skin of the ship **Yes** Are they fitted with Valves or Cocks **Yes**

re 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**

re 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 **For'd Bilge Suctions** How are they protected **Wood casings**

What pipes pass through the deep tanks **None** 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 **Yes** worked from **Yes**

**MAIN BOILERS, & Co.**—(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/sq in**

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 **Yes**

PLANS. Are approved plans forwarded herewith for Shafting **Yes** Main Boilers **19-1-39** Auxiliary Boilers **Yes** Donkey Boilers **Yes**  
(If not state date of approval)

Superheaters **Plans at Manchester** General Pumping Arrangements **15-8-39** Oil fuel Burning Piping Arrangements **Yes**  
**Cent. hercast**

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied **Yes**

State the principal additional spare gear supplied **Yes**

# RETAIN

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

Manufacturer.



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W375-0228

LADY LILIAN

Dates of Survey while building  
 During progress of work in shops -- 1939. MAY. 23, JUN. 20, 23, JUL. 20/31, AUG. 1, 3, 14, 15, 21, 24, 25, 31, SEP. 5, 11, 13, 16, 20, 26, 27, OCT. 3, 3, 5, 14, 18, 20, 21, 23, 25, 27, 31, NOV. 3, 6, 11

Total No. of visits 36

Dates of Examination of principal parts—Cylinders 25-8-39 Slides 11-9-39 Covers 11-9-39  
 Pistons 11-9-39 Piston Rods 11-9-39 Connecting rods 11-9-39  
 Crank shaft 24-8-39 Thrust shaft 31-8-39 Intermediate shafts 31-8-39  
 Tube shaft ✓ Screw shaft 31-8-39 Propeller 1-9-39  
 Stern tube 21-8-39 Engine and boiler seatings 1-9-39 Engines holding down bolts 20-10-39  
 Completion of fitting sea connections 1-9-39  
 Completion of pumping arrangements 5-11-39 Boilers fixed 20-10-39 Engines tried under steam 5-11-39  
 Main boiler safety valves adjusted 5-11-39 Thickness of adjusting washers Pat 1/8" Sk 13/32  
 Crank shaft material Steel Identification Mark 1436 R.S. 24-8-39 Thrust shaft material Steel Identification Mark 1500 A.E.G. 28-7-39  
 Intermediate shafts, material Steel Identification Marks 1529 R.S. 20-6-39 1436 R.S. 24-8-39 Tube shaft, material ✓ Identification Mark ✓  
 Screw shaft, material Steel Identification Mark 1500 A.E.G. 20-6-39 Steam Pipes, material Steel Test pressure 675 lbs/sq Date of Test 11-30  
 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 ✓ 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 No  
 Is this machinery duplicate of a previous case No If so, state name of vessel to be followed by Lady Madeline.

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

The Machinery of this 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. 1139. C.L. & to have the notations. T. 3 Cy. 15" 25" 42" - 27" 225 lb. F.D (S) 170 NHP. 1.S.B. (Spt) 3 cf. 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, 3/11/19

*D. J. Wilson*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED 20 DEC 1939  
 Assigned *John G. 11.29 Spt. 20, C.*

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



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Has the Steel been tested as required?