

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 25 JAN 1936

Date of writing Report 19 36 When handed in at Local Office HULL Port of HULL  
 No. in Survey held at Hull Date, First Survey 17<sup>th</sup> Oct 1935 Last Survey 13<sup>th</sup> Jan 1936  
 Reg. Book. on the Steam Trawler "Thornwick Bay" (Number of Visits 52)  
 Built at Beverley By whom built Cook, Welton & Gemmell Ltd. Yard No. 604 Tons 1936  
 Engines made at Hull By whom made Amos & Smith Ltd. Engine No. 645 When made 1936  
 Boilers made at do By whom made do Boiler No. 645 When made 1936  
 Registered Horse Power Owners Marine Steam Fishing Co Ltd. Port belonging to Hull  
 Nom. Horse Power as per Rule 112 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 14" 24" 39" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 7.81" as fitted 7 7/8" Crank pin dia. 7 7/8" Crank webs Mid. length breadth 5" Thickness parallel to axis 3 9/16"  
 Intermediate Shafts, diameter as per Rule 7.45" as fitted 7 1/2" Thrust shaft, diameter at collars as per Rule 7.81" as fitted 7.875"  
 Tube Shafts, diameter as per Rule 8.325" as fitted 8 3/4" Is the tube shaft fitted with a continuous liner Yes  
 Screw Shaft, diameter as per Rule 9/16" as fitted 5/8" Thickness between bushes as per Rule 13/32" as fitted 5/8" 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 Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No If so, state type Yes  
 Length of Bearing in Stern Bush next to and supporting propeller 36"  
 Propeller, dia. 10'-6" Pitch 10'-8" No. of Blades 4 Material C.I. whether Moveable No Total Developed Surface 38.5 sq. feet  
 Feed Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 14" Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 3" Stroke 14" Can one be overhauled while the other is at work Yes  
 Feed Pumps { No. and size 1 Simplex 6" x 3" x 6" Pumps connected to the { No. and size One Duplex 6" x 4" x 6"  
 How driven Steam. Main Bilge Line How driven Steam  
 Ballast Pumps, No. and size Yes Lubricating Oil Pumps, including Spare Pump, No. and size Yes  
 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 @ 2"  
 In Pump Room Yes In Holds, &c. 5 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" 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 Yes 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 -

**MAIN BOILERS, &c.**—(Letter for record "S") Total Heating Surface of Boilers 1960 sq ft  
 Is Forced Draft fitted No No. and Description of Boilers One Single-ended. Working Pressure 210 lbs  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 IS A DONKEY BOILER FITTED? Yes 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 Yes Auxiliary Boilers Yes Donkey Boilers Yes  
 Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

### SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.  
 State the principal additional spare gear supplied 1 set air pump valves, 1 safety valve spring, 1 main & 1 donkey check valve, 6 punk ring bolts & nuts, 12 condenser ferrules & 3 tubes, 1 main feed pump plunger & neck ring, 1 set valves for each aux. pump, 1 centrifugal pump impeller and shaft and 2 top & 2 bott end bolts, 1 main engine piston rod and 1 valve spindle gland & bush.

For AMOS & SMITH LTD.

The foregoing is a correct description,

*A. L. Dewey*  
MANAGER.

Manufacturer.



© 2020

Lloyd's Register Foundation

002362 002373-0071

PILLA  
" "  
" "  
" "  
" "  
Cent  
Sti  
Pla  
STRIN  
UPP  
Str  
Th  
i  
Th  
i  
Th  
If  
Seco  
Str  
ST  
FEAT PL  
" "  
BOTOM  
of Dirc  
BILGE PL  
Strake  
SIDE PL  
Strake  
UPPER I  
strake  
UPPER I  
strake  
STRAKE  
strake  
STRAKE  
strake  
POOP SID  
BRIDGE S  
WHOLE OR  
PONOPLA  
Total No  
MIDSHI  
" "  
" "  
" "  
COLLISI  
AFTER B  
STEEL

1935: - Oct 17. 14. 23. 28 Nov. 4. 6. 12. 15. 15. 19. 20. 24. 26. 27. 29.

Dates of Survey while building  
During progress of work in shops - -  
During erection on board vessel - - -  
Total No. of visits

Dec. 6. 10. 12. 13. 16. 18. 19. 20. 24. 31.  
1936: Jan 1. 3. 6. 8. 8. 9. 13.

32.

Dates of Examination of principal parts - Cylinders 17/10/35 & 18/11/35 Slides 16/12/35 Covers 17/10/35  
Pistons 15/11/35 Piston Rods 12/11/35 Connecting rods 20/11/35  
Crank shaft 6. 9. 12. 12/35 Thrust shaft 20/11/35 Intermediate shafts 20/11/35  
Tube shaft ✓ Screw shaft 23/10/35 & 6/11/35 Propeller 26/11/35  
Stern tube 20/11/35 Engine and boiler seatings 27/11/35 Engines holding down bolts 6/1/36  
Completion of fitting sea connections 27/11/35 Boilers fixed 6/1/36 Engines tried under steam 13/1/36  
Completion of pumping arrangements 13/1/36 Thickness of adjusting washers P & S 3/2"  
Main boiler safety valves adjusted 13/1/36 Crank shaft material Steel Identification Mark N° 756 Thrust shaft material Steel Identification Mark N° 756  
Intermediate shafts, material Steel Identification Marks N° 756 Tube shaft, material - Identification Mark -  
Screw shaft, material Steel Identification Mark N° 756 Steam Pipes, material Steel (SD) Test pressure 630 lbs Date of Test 8. 9. 1/36  
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 constructed under special survey, in accordance with the approved plans, the materials and workmanship being 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 + LMC 1.36.T.S.(CL)

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

The amount of Entry Fee ... £ 3 : 0 :  
Special Donkey Board Fee ... £ 28 : 0 :  
Travelling Expenses (if any) £ : :  
When applied for, 24 JAN 1936  
When received, 22.2 1936

W. B. Edwards  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned  
FRI. 31 JAN 1936  
See 78 Machy Report