

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

25 JAN 1936

Date of writing Report

19

When handed in at Local Office

19

Port of

HULL

No. in Survey held at
Reg. Book.

Hull

Date, First Survey

17th Oct 1935

Last Survey

13th Jan 1936

1936

on the Steam Trawler "Thornwick Bay"

(Number of Visits)

52

Tons

Gross

Net

Built at

Beverley

By whom built

Cook, Welton & Gemmell Ltd.

Yard No.

604

Engines made at

Hull

By whom made

Amos & Smith Ltd.

Engine No.

645

Boilers made at

do

By whom made

do

Boiler No.

645

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.

Dia. of Cylinders

14" 24" 39"

Length of Stroke

27"

No. of Cylinders

3

Revs. per minute

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7.81"

as fitted 7.78"

Crank pin dia.

7.78"

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

5"

Mid. length thickness

✓

Thickness around eye-hole

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

as fitted ✓

Screw Shaft, diameter

as per Rule 8.325"

as fitted 8 3/4"

Is the

tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule 9/16"

as fitted 5/8"

Thickness between bushes

as per Rule 1 1/32"

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

✓

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

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

✓

Bilge Pumps worked from the Main Engines, No.

1

Diameter

3"

Stroke

14"

Can one be overhauled while the other is at work

✓

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

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

✓

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

2 @ 2"

In Pump Room

✓

In Holds, &c.

5 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size

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

✓

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

✓

Is it fitted with a watertight door

✓

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. sq. in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

✓

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

✓

Main Boilers

Yes

Auxiliary Boilers

✓

Donkey Boilers

✓

(If not state date of approval)

Superheaters

Yes

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

1 set air pump valves, 1 safety valve spring, 1 main & 1 donkey check valve, 6 pump 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 butt end bolts, 1 main engine piston rod and 1 valve spindle gland & bush.

For AMOS & SMITH LTD.

The foregoing is a correct description,

A. E. Kewney

MANAGER.

Manufacturer.



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Lloyd's Register
Foundation

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1935:- Oct 14. 17. 23. 28 Nov. 4. 6. 12. 15. 15. 19. 20. 24. 26. 27. 29.
(Dec. 6. 10. 12. 13. 16. 18. 19. 20. 24. 31.
1936:- Jan 1. 3. 6. 8. 8. 9. 13.
32.
Total No. of visits

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)

The amount of Entry Fee ... £ 3 : 0 :
Special ... £ 28 : 0 :
Donkey Board Fee ... £ 2 : 2 :
Travelling Expenses (if any) £ : :
When applied for, 24 JAN 1936
When received, 22.2.1936
24/2

Committee's Minute
Assigned
FRI. 31 JAN 1936
See 28 Machy Report

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

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