

RECEIVED

Rpt. 4.

No. 101656

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 15 NOV 1943

When handed in at Local Office 15 NOV 1943

Received at London Office

Port of NEWCASTLE-ON-TYNE

No. in Survey held at

Wallend

Date, First Survey 28 January 1943

Last Survey 4 November 1943

(Number of Visits 72)

39912 on the SS "THAMESFIELD"

Built at Sunderland

By whom built Sir J. Laing & Sons Ltd

Yard No. 750

Tons { Gross 9795
Net 5782

When built 1943

Engines made at Wallend

By whom made H.E. Marine Eng Co (1933) Ltd

Engine No. 3066

When made 1943

Boilers made at

By whom made

Boiler No. 3012

When made 1943

Registered Horse Power

Owners Hunting & Sons Ltd

Port belonging to Newcastle

Nom. Horse Power as per Rule 674

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted yes

Trade for which vessel is intended

Carrying Petroleum in bulk

ENGINES, &c.—Description of Engines

Dia. of Cylinders 27.44 76

Length of Stroke 51

No. of Cylinders 3

Revs. per minute 85

Crank shaft, dia. of journals as per Rule 15.2
as fitted 15 1/2

Crank pin dia. 16

Crank webs

Mid. length breadth 2.34

Thickness parallel to axis 9.2 10.8

Mid. length thickness 10.108

shrink

Thickness around eye-hole 18.4 18.8

Intermediate Shafts, diameter as per Rule 14.48
as fitted 14 3/4

Thrust shaft, diameter at collars

as per Rule 15.2
as fitted 15 3/4Tube Shafts, diameter as per Rule
as fitted

Screw Shaft, diameter

as per Rule 16
as fitted 16 1/4

Is the { tube } shaft fitted with a continuous liner {

yes

Bronze Liners, thickness in way of bushes as per Rule .79
as fitted 13/16Thickness between bushes as per Rule .59
as fitted 13/16

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

at no

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller 5.5 1/2

Propeller, dia. 18.3

Pitch 14.6

No. of Blades 4

Material Bronze

whether Moveable no

Total Developed Surface 131 3/4 sq. feet

Feed Pumps worked from the Main Engines, No. 2

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. 2

Diameter 5

Stroke 27

Can one be overhauled while the other is at work yes

Feed Pumps { No. and size 2 @ 12 x 9 x 24

Pumps connected to the

Main Bilge Line

{ No. and size 1 @ 10 x 12 x 12

2 @ 5 x 27

How driven Steam

Main Bilge Line

How driven Steam

M. Engg

Ballast Pumps, No. and size 1 @ 10 x 12 x 12

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps:—In Engine and Boiler Room 1 P & S 3 1/2

1 aft 3 1/2 Eng Room

In Pump Room 1 P & S 1" P & S

Ford 1 @ 2 1/2

In Hold, &c. 2 1/2 P & S

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 10

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 1 @ 5

Are all the Bilge Suction Pipes in hold and 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 below

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 none

How are they protected

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

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record S)

Total Heating Surface of Boilers 10020 sq. ft.

Which Boilers are fitted with Forced Draft yes all

Which Boilers are fitted with Superheaters all

No. and Description of Boilers 3 S.B.

Working Pressure 220

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no

If so, is a report now forwarded?

Can the donkey boiler be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting Standard Tankers

(If not state date of approval)

Main Boilers 17.2.41

Auxiliary Boilers

Donkey Boilers

Superheaters 16.5.42

General Pumping Arrangements 27.11.42

Oil fuel Burning Piping Arrangements 26.11.42

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.

THE NORTH EASTERN MARINE ENGINEERING CO. (1933) LTD.

Manufacturer.

DIRECTOR.



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010461-010465-0236

1943
During progress of work in shops - - JAN. 28. FEB. 10. MAR. 24. 25. APR. 13. 27. MAY. 10. 17. 18. 20. 21. 24. 25. JUNE 2. 7. 8. 10. 17. 18. 20. 21. 24. 25. JULY 2. 6. 9. 19. 20. 28. 29. JULY 30. AUG. 3. 4. 11. 12. 13. 17. 23. 27. 31. SEPT. 12. 3. 7. 9. 10. 13. 15. 16. 17. 23. 27. 29. OCT. 1. 4. 6. 7. 8. 11. 12. 13. 14. 21. 22. 23. 26. NOV. 3. 4.
During erection on board vessel - -
Total No. of visits 72

Dates of Examination of principal parts - Cylinders 2. 7. 43 Slides 2. 8. 43 Covers 2. 7. 43
Pistons 2. 8. 43 Piston Rods 2. 8. 43 Connecting rods 2. 8. 43
Crank shaft 23. 6. 43 Thrust shaft 12. 11. 42 6. 7. 43 Intermediate shafts 19. 2. 43 6. 7. 43
Tube shaft ✓ Screw shaft 8. 6. 43 Propeller 7. 9. 43
Stern tube 2. 7. 43 Engine and boiler seatings 1. 10. 43 Engines holding down bolts 1. 10. 43
Completion of fitting sea connections 13. 7. 43
Completion of pumping arrangements 4. 11. 43 Boilers fixed 1. 10. 43 Engines tried under steam 22. 23/10/43 4/11/43
Main boiler safety valves adjusted 23. 10. 43 & 4. 11. 43 Thickness of adjusting washers P $\frac{13}{32}$ S $\frac{3}{16}$ Spt $\frac{3}{16}$ C $\frac{13}{32}$ Spt $\frac{9}{32}$ S $\frac{25}{64}$ Spt $\frac{9}{32}$ 7913 CP
Crank shaft material Steel Identification Mark Relt 23. 6. 43 Thrust shaft material Steel Identification Mark Relt 6. 7. 43
Intermediate shafts, material Steel Identification Marks 7994 CP Relt 6. 7. 43 Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material Steel Identification Mark 8. 6. 43 Relt Steam Pipes, material Steel Test pressure 660 Date of Test Various
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150° F. yes
Have the requirements of the Rules for the use of oil as fuel been complied with yes
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. yes If so, state name of vessel "Wearfield"

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has been constructed under Special Survey in accordance with the approved Plans & the Requirements of the Rules.
The materials & workmanship are good & the machinery proved satisfactory under working conditions at quay.

The machinery is eligible in my opinion to have the Records
+ LMC 11. 43 Relt. 3 SB Spt FD. CL.
Fitted for oil fuel 11. 43 FP above 150°F.

NEWCASTLE-ON-TYNE

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	£ 6 : 0 : 0	When applied for,
Special ...	£ 108 : 14 : 0	15 NOV 1943
Donkey Boiler Fee ...	£ :	When received,
Travelling Expenses (if any)	£ :	19

R. C. Cliffe

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUE 30 NOV 1943

+ LMC 11. 43: FD. CL.



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