

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

2 FEB 1929

Date of writing Report

When handed in at Local Office

Port of

No. in Survey held at
Reg. Book.

Date, First Survey

Last Survey

28 Jan'y 1929.

on the Steam Trawler "CLYNE CASTLE"

(Number of Visits)

Gross 206.94

Net 116.69.

Built at

By whom built

Cochrane & Sons Ltd.

Yard No. 1035

When built

Engines made at

By whom made

Amos & Smith Ltd

Engine No. 565

when made

Boilers made at

By whom made

Amos & Smith Ltd

Boiler No. 565

when made

Registered Horse Power

Owners

Port belonging to

Nom. Horse Power as per Rule

96 91.

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

13.22 37

Length of Stroke

36

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 7.1

Crank pin dia.

7.5

Crank webs

Mid. length breadth

Mid. length thickness

shrunk

Thickness parallel to axis

Thickness around eye-hole

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

screw

shaft fitted with a continuous liner

Yes

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

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

Length of Bearing in Stern Bush next to and supporting propeller

33

Propeller, dia.

Pitch

No. of Blades

Material

whether Movable

Total Developed Surface

41

sq. feet

Feed Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

Feed Pumps

No. and size

How driven

Pumps connected to the

Main Bilge Line

No. and size

How driven

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

Ballast Pumps, 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

In Holds, &c.

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

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers

How are they protected

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

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

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

MAIN BOILERS, &c.—(Letter for record)

Total Heating Surface of Boilers

1546 Sq. ft.

Is Forced Draft fitted

No. and Description of Boilers

One Simple ended

Working Pressure 200 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

Main Boilers

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters

General Pumping Arrangements

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:

Two bolts each for top ends, bottom ends + main

bearings. Set of coupling bolts + nuts. Fuel, bilge + air pump valves. Main +

donkey Check valves + seats. Safety valve spring. Fuel pump ram

Circ. pump impeller + shaft. Bolts + rim of various sizes.

The foregoing is a correct description,

FOR AMOS & SMITH LTD.

Manufacturer.

MANAGER



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Lloyd's Register
Foundation

010631-010639-0083

If not, state whether, and when, one will be sent?

Is a Report also sent on the Hull of the Ship?

NOTE.—The words which do not apply should be deleted.

Im 127. T.

For S.S.O.F. please see F.E. "Picton Castle", Hull Rpt 39317

1928

Dates of Survey while building
During progress of work in shops - - - 1928. Jun 7. 12. Aug 29. Sept 11. 20. 24. 28. 30. Nov 8. 9. 12. 16. 20. 23. 27. Dec 3. 5. 11. 28.
During erection on board vessel - - - 1929. Jan 15. 25. 26. 28. 28.
Total No. of visits 24.

Dates of Examination of principal parts—Cylinders 20. 11. 28 Slides 3. 12. 28 Covers 20. 11. 28
Pistons 3. 12. 28 Piston Rods 30. 10. 28 Connecting rods 30. 10. 28
Crank shaft 3. 12. 28 Thrust shaft 24. 9. 28 Intermediate shafts 24. 9. 28
Tube shaft 24. 9. 28 Screw shaft 24. 9. 28 Propeller 24. 9. 28
Stern tube 24. 9. 28 Engine and boiler seatings 15. 1. 29 Engines holding down bolts 15. 1. 29
Completion of fitting sea connections 8. 11. 28
Completion of pumping arrangements 28. 1. 29 Boilers fixed 28. 1. 29 Engines tried under steam 28. 1. 29.
Main boiler safety valves adjusted 28. 1. 29 Thickness of adjusting washers 3/8" 3/8" 28
Crank shaft material Steel Identification Mark L.M.C 359 Thrust shaft material Steel Identification Mark L.M.C 359
Intermediate shafts, material Steel Identification Marks L.M.C 359 Tube shaft, material Steel Identification Mark L.M.C 359
Screw shaft, material Steel Identification Mark L.M.C 359 Steam Pipes, material S.S. Copper Test pressure 400 lbs Date of Test 26. 1. 29
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 Yes If so, have the requirements of the Rules been complied with Yes
Is this machinery duplicate of a previous case Yes If so, state name of vessel "Tenby Castle".

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 & good. It has been satisfactorily fitted on board, tried under full working conditions & all found in good order. It is eligible in my opinion to have record of + L.M.C. 1.29. C.L.

THE RECORD L.M.C 1.29 CL

4/24/29 J.S.H.

The amount of Entry Fee ... £ 2 : 0 : When applied for, 1 Feb 29.
Special ... £ 24 : 0 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When received, 5.2.29.
John A. Mackintosh
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
TUE 5 FEB 1929
+ L.M.C 1.29