

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 AUG 1932

Date of writing Report

19

When handed in at Local Office

12.8.

19

Port of

HULL

No. in Survey held at

Hull

Date, First Survey

22.7.32

Last Survey

5.8.

1932

Reg. Book.

81594 on the Steam Trawler 'SIR MARK SYKES' (EX 'CYMREA')

(Number of Visits 5)

Gross 277

Tons Net 113

Built at

Ayr

By whom built

Ailsa & Co. Ltd

Yard No.

When built 1918

Engines made at

Liverpool

By whom made

Fawcett & Austin & Co

Engine No.

When made 1918

Boilers made at

By whom made

Boiler No.

When made 1918

Registered Horse Power

61

Owners

Garnol Steam Fishing Co Ltd

Port belonging to

Hull

Nom. Horse Power as per Rule

87

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

12 1/2 - 21 - 35

Length of Stroke

26

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule 6 3/4

as fitted 4 1/2

Crank pin dia.

4 1/2

Crank webs

Mid. length breadth

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 6 3/4

as fitted 4 1/2

Tide Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the tube

shaft fitted with a continuous liner

No

Bronze Liners, thickness in way of bushes

as per Rule

as fitted (3")

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

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

2' 10 1/2" (from drawing)

Propeller, dia.

9 1/2"

Pitch

11 1/2"

No. of Blades

4

Material

Cast

whether Moveable

No

Total Developed Surface

35.5 sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

2 1/2"

Stroke

12"

Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No.

2

Diameter

2 1/2"

Stroke

12"

Can one be overhauled while the other is at work

Feed Pumps

No. and size

One 6" x 4" x 6"

Pumps connected to the

No. and size

One 6" x 4" x 6"

How driven

Steam

Main Bilge Line

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. 1 @ 2" to store room, & to slush well

1 @ 2" to Feed tank

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

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One 2"

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

Firewood suction.

How are they protected

Strong wood casing.

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

Yes

Is it fitted with a watertight door

worked from

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

Total Heating Surface of Boilers

1616 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

One single ended

Working Pressure 160 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

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

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

Two bolts for top ends, bottom ends & main bearings.

Set of coupling bolts. Main & donkey check valves. Safety valve spring

Spare valves for feed, bilge & air pumps. Impeller shaft for circulating pump

Assorted bolts & nuts, & iron of various sizes.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register Foundation

W465-0264

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

Dates of Examination of principal parts—Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material Identification Mark Thrust shaft material Identification Mark
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
Is an installation fitted for burning oil fuel 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
Is this machinery duplicate of a previous case $\frac{1}{2}$ If so, state name of vessel *Li Phun Kothan*

General Remarks (State quality of workmanship, opinions as to class, &c.) *(See "General Remarks")*
The machinery of this vessel examined as per Report 9 sent herewith. The particulars are sent for the information of the Committee, and with a view to the machinery being cleared 100A1. with date.

Note:—The propeller shaft was not drawn for examination at this time, but it will be submitted to survey towards the end of this year. It is stated that this was examined by the B.C. Surveyors in November 1931, at Slutwood, and this has been confirmed by the Liverpool Surveyors. Builders plans of Stern gear, thrust shaft & propeller are enclosed.

The amount of Entry Fee ... £ : :
Special ... £ 8.5 (11) : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 19...
When received, 19...

Shu Shuackindy & Co. E. E. F. L. L. L.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
FRI. 26 AUG 1932
L.M.C. 8.32