

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 JAN 1930

Date of writing Report 16.1.1930 When handed in at Local Office 16 Jan 1930 Port of Hull
 No. in Survey held at Hull Date, First Survey 24 July 1929 Last Survey 13 Jan 1930
 Reg. Book. 12408 on the Steam Trawler "TEKOURA" (Number of Visits 20)
 Built at Selby By whom built Cochran & Sons Ltd Yard No. 1066 Tons Gross 344.87 Net 29.78
 Engines made at Hull By whom made Amos & Smith Ltd Engine No. 595 When built 1930
 Boilers made at Hull By whom made M. do Boiler No. 595 when made 1930
 Registered Horse Power Owners Brand & Curzon Ltd Port belonging to London
 Nom. Horse Power as per Rule 98 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 3/4 37 Length of Stroke 26 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 7.5 Crank pin dia. 7 1/2 Crank webs Mid. length breadth 14 1/2 shrunk Thickness parallel to axis 4 3/4
 as fitted 7 1/2 Mid. length thickness 4 3/4 Thickness around eye-hole 3 7/8
 Intermediate Shafts, diameter as per Rule 4 7/8 Thrust shaft, diameter at collars as per Rule 7.3
 as fitted 4 7/8 as fitted 4 3/4
 Tube Shafts, diameter as per Rule 4 7/8 Screw Shaft, diameter as per Rule 8 1/2 Is the tube shaft fitted with a continuous liner Yes
 as fitted 4 7/8 as fitted 8 1/2
 Bronze Liners, thickness in way of bushes as per Rule 2 1/2 Thickness between bushes as per Rule 2 1/2 Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 2 1/2 as fitted 2 1/2 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 36
 Propeller, dia. 10.9 Pitch 10.6 No. of Blades 4 Material Cast Iron whether Moveable No Total Developed Surface 42 sq. feet
 Feed Pumps worked from the Main Engines, No. one Diameter 27/8 Stroke 13 Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. one Diameter 27/8 Stroke 13 Can one be overhauled while the other is at work
 Feed Pumps No. and size one, 6 x 3 x 6 Pumps connected to the Main Bilge Line No. and size one, 6 1/2 x 4 1/4 x 6 + Ejector
 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 Holds, &c. 4 @ 2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size one, 3 1/2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one, 2" 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 casing
 What pipes pass through the deep tanks 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 worked from

MAIN BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 1420 Sq. feet.
 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? No If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Donkey Boilers
 (If not state date of approval) General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:— 2 Bolts & nuts for top ends, bottom ends and main bearings. Set of coupling bolts & nuts. Air, fuel & bilge pump valves. Main & donkey check valves. 2 Safety valve springs. Spare valves for donkey pumps. Bolts & iron of various sizes.

The foregoing is a correct description,
 For AMOS & SMITH LTD.

Edw. Hardman

Manufacturer.

MANAGER



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Lloyd's Register

002127-002137-0011

1929. July 24. 31. Aug 7. 12. 15. 27. 29 Sept 21. Oct 19. 23. Nov 4. 15.
Dec 13. 19. 31. 1930. Jan 2. 8. 9. 11. 13.

Dates of Survey while building
During progress of work in shops --
During erection on board vessel ---
Total No. of visits 20.

Dates of Examination of principal parts—Cylinders 23. 10. 29 Slides 19. 12. 29 Covers 23. 10. 29
Pistons 19. 12. 29 Piston Rods 23. 10. 29 Connecting rods 23. 10. 29
Crank shaft 21. 9. 29 Thrust shaft 31. 7. 29 Intermediate shafts 12. 8. 29
Tube shaft 27. 8. 29 Screw shaft 27. 8. 29 Propeller 27. 8. 29
Stern tube 27. 8. 29 Engine and boiler seatings 8. 1. 30 Engines holding down bolts 8. 1. 30
Completion of fitting sea connections 15. 11. 29
Completion of pumping arrangements 11. 1. 30 Boilers fixed 8. 1. 30 Engines tried under steam 13. 1. 30
Main boiler safety valves adjusted 13. 1. 30 Thickness of adjusting washers A 5/16 F 5/16
Crank shaft material Steel Identification Mark 491 Thrust shaft material Steel Identification Mark 491
Intermediate shafts, material Steel Identification Marks 491 Tube shaft, material Steel Identification Mark
Screw shaft, material Steel Identification Mark 491 Steam Pipes, material 10. Copper Test pressure 420 lb Date of Test 9. 1. 30
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
Is this machinery duplicate of a previous case If so, state name of vessel "Tewera"

General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery of this vessel has been built under special survey & the materials and workmanship are sound & good. It has been satisfactorily fitted on board, tried under working conditions & found in good order.

It is eligible in my opinion to have record of + L.M.C. 1. 30. C.L.

The foregoing reports were sent with reports upon sister vessel "Tewera".

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 1. 30. C.L.

20/1/30

The amount of Entry Fee ... £ 2 : 0 :
Special ... £ 24 : 10 :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, 16 Jan 1930.
When received, 21. 1. 30.

John Schackirdy
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 21 JAN 1930

Assigned

+ L.M.C. 1. 30. C.L.



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