

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 30 AUG 1926

Date of writing Report 21st Aug. 1926 When handed in at Local Office 27th Aug. 1926 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 1.3.26 Last Survey 21st Aug. 1926
 Reg. Book. on the ST. SC. TUG. "TAYRA" (Number of Visits 26)
 Built at Aberdeen By whom built A. Hall & Co. Ltd. Yard No. 600 Tons { Gross 104
 Engines made at Aberdeen By whom made A. Hall & Co. Ltd. Engine No. 300 when made 1926
 Boilers made at Widdburn-on-Tyne By whom made Palmer & Sons Boiler No. 1069 when made 1926
 Registered Horse Power 87 Owners James & Son Port belonging to London
 Nom. Horse Power as per Rule 87 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines

Triple Expansion
 Dia. of Cylinders 13"-21½"-35" Length of Stroke 24" Revs. per minute 118 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 6.87" Dia. of Crank pin 6 7/8" Crank webs Mid. length breadth 12½" Thickness parallel to axis 4½"
as fitted 6 7/8" Mid. length thickness 4½" If shrunk Thickness around eye-hole 3"
 Diameter of Thrust shaft under collars as per rule 6.87" Diameter of Tunnel shaft as per rule 6.54" Diameter of Screw shaft as per rule 7.56"
as fitted 6 7/8" as fitted 6 7/8" as fitted 7 7/8" Is the Screw shaft
 fitted with a continuous liner the whole length of the stern tube no liner 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 joints burned Yes 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated Yes Length of Stern Bush 2' 4 1/4" (In. th. 5-7-26) Diameter of Propeller 8' 6"
 Pitch of Propeller 11' 0" No. of Blades 3 State whether Moveable No Total Surface 29.5 sq. ft.
 No. of Feed Pumps fitted to the Main Engines One Diameter of ditto 2½" Stroke 11" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines One Diameter of ditto 2½" Stroke 11" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps One 6" x 4 1/4" x 6"
 No. and size of Pumps connected to the Main Bilge Line Two — Main & Auxiliary as above.
 No. and size of Ballast Pumps None No. and size of Lubricating Oil Pumps, including Spare Pump None
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2" and in Holds, &c. Hold, Fore peak & Tunnel
well — 1 each @ 2"

No. and size of Main Water Circulating Pump Bilge Suctions 1 @ 3" No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges 1 @ 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 connections with the sea direct on the skin of the ship Yes Are they 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 Discharge Pipes 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 are carried through the bunkers None How are they protected 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 Screw Shaft Yes Is it fitted with a watertight door No worked from Yes

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

Is Forced Draft fitted No No. and Description of Boilers 1 - Cylindrical type - 158" Total Heating Surface of Boilers 1610 sq. ft.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Newcastle Report No 80452 (Invent)
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers None Donkey Boilers None
 (If not state date of approval)
 General Pumping Arrangements Yes Oil Fuel Burning Piping Arrangements None

SPARE GEAR. State the articles supplied:—
2 - Connecting rod top-end bolts & nuts;
2 - Connecting rod bottom-end bolts & nuts;
2 - Main bearing bolts;
1 set - Coupling bolts;
1 set - Air, feed & bilge pump valves;
Quantity assorted bolts & nuts;
Iron of various sizes;
3 - Boiler tubes;
10 - Condensing tubes;
1 - Propeller.

The foregoing is a correct description,

ALEXANDER HALL & CO., LTD.

Manufacturer.



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Lloyd's Register Foundation

010982-010991-0139

1926/ Feb. 1. 15. 19. 31. Apr. 8. 15. 19. 26. May 5. 13. 26. 31. June 8. 21. 28
During progress of work in shops -- Jy. 5.
1926/ Jy. 6. 8. 15. 26. 30. Aug. 3. 12. 13. 18. 21.
During erection on board vessel ---
Total No. of visits 26.

Dates of Examination of principal parts - Cylinders 19-5-26 Slides 8-6-26
Covers 19-5-26 Pistons 8-6-26 Rods 8-6-26
Connecting rods 8-6-26 Crank shaft 5-5-26 Thrust shaft 5-7-26
Tunnel shaft 5-7-26 Screw shaft 5-7-26 Propeller 5-7-26
Stern tube 28-6-26 Engine and boiler seatings 6-7-26 Engines holding down bolts 15-7-26
Completion of pumping arrangements 18-8-26 Boilers fixed 12-8-26 Engines tried under steam 18-8-26
Completion of fitting sea connections 6-7-26 Stern tube 5-7-26 Screw shaft and propeller 8-7-26
Main boiler safety valves adjusted 12-8-26 Thickness of adjusting washers 3/8" P. 23/64" S
Material of Crank shaft steel Identification Mark on Do. No 300 H.C.F. 5-5-26
Material of Thrust shaft steel Identification Mark on Do. No 12511 H.C.F. 5-7-26
Material of Tunnel shaft steel Identification Mark on Do. No 12513 H.C.F. 5-7-26
Material of Screw shaft steel Identification Marks on Do. No 12512 H.C.F. 5-7-26
Material of Steam Pipes Solid drawn copper Test pressure 300 lbs./sq. in. Date of Test 30-7-26
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 carrying and burning oil fuel 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. These Engines have been built under Special Survey in accordance with the Rules. The material & workmanship are good. Along with the Boilers (Auc. Rpt. 80452) they have been properly fitted on board and tried under steam with satisfactory result.
This Machinery is eligible in our opinion, to be classed in the Register Book with notation - L.M.C. - 8, 26 : O.G.

It is submitted that this vessel is eligible for THE RECORD, + LMC 8. 26. O.G.

Ans. JWD. 30/8/26.

The amount of Entry Fee ... £ 2 : - :
Special ... £ 13 : 1/- :
Donkey Boiler Fee ... £ - : - :
Travelling Expenses (if any) £ - : - :
When applied for, 19
When received, 14.12.19

P. Fitzgerald & J. D. Boyle
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute
Assigned + Lmc 8. 26
CERTIFICATE WRITTEN
O.G.