

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-4 OCT 1929

Date of writing Report 3-10-1929 When handed in at Local Office 3-10-1929 Port of Aberdeen
 No. in Survey held at Aberdeen Date, First Survey 29-5-29. Last Survey 17-9-1929
 Reg. Book. on the steel single screw tug "FOSSA" (Number of Visits 16.) Gross 104.70 Tons Net 1.45.
 Built at Aberdeen By whom built A. Hall & Co. Ltd. Yard No. 619 When built 1929
 Engines made at Aberdeen By whom made A. Hall & Co. Ltd. Engine No. 319 when made 1929
 Boilers made at Hebburn By whom made Palmer's Co. Ltd. Boiler No. 1132 when made 1929.
 Registered Horse Power Owners Gaselee & 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
 Trade for which Vessel is intended Harbour service tug.

ENGINES, &c.—Description of Engines Triple expansion. Revs. per minute 120.
 Dia. of Cylinders 13" 21½" 35" Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.875 as fitted 6½" Crank pin dia. 6½" Crank webs Mid. length breadth 12½" Thickness parallel to axis 4½" shrunk
 Intermediate Shafts, diameter as per Rule 6.55 as fitted 6½" Thrust shaft, diameter at collars as per Rule 6.875 as fitted 6½"
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 7.57 as fitted 7½" Is the shaft fitted with a continuous liner no
 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 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 Oil Gland or other appliance fitted at the after end of the tube yes
 shaft yes If so, state type Cedural Length of Bearing in Stern Bush next to and supporting propeller 28½" (See letter E. 5726)
 Propeller, dia. 8-6 Pitch 11-6 No. of Blades 3 Material C.I. whether Movable no Total Developed Surface 29.5 sq. feet
 Feed Pumps worked from the Main Engines, No. one Diameter 2½" Stroke 11" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. one Diameter 2½" Stroke 11" Can one be overhauled while the other is at work yes
 Feed Pumps No. and size Two 5¼" x 3½" x 5" duplex Pumps connected to the Main Bilge Line No. and size Two 5¼" x 3½" x 5" duplex
 How driven Steam How driven Steam
 Ballast Pumps, No. and size one Lubricating Oil Pumps, including Spare Pump, No. and size one
 Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary yes
 Bilge Pumps;—In Engine and Boiler Room 2 @ 2" dia.
 In Holds, &c. Hold, forepeak & tunnel well, 1 each at 2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 3" 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 yes
 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 none How are they protected yes
 What pipes pass through the deep tanks none 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 yes worked from yes

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 1610 sq. ft.
 Is Forced Draft fitted no No. and Description of Boilers One S.E. Main 15B Working Pressure 190 lbs.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes Newcastle Report No. 84694.
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? yes
 PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes
 (If not state date of approval)

SPARE GEAR. State the articles supplied:—Two top end bolts & nuts, 2 bottom end bolts & nuts, 2 main bearing bolts, 1 set coupling bolts, 1 set each of feed, bilge, air & circulating pump valves. A quantity of bolts & nuts & iron of various sizes. 1 spare main & one auxy feed check valve. 3 boiler tubes, 10 condenser tubes.

The foregoing is a correct description,

ALEXANDER HALL & CO. LTD.

P. O. M. K.

Manufacturer.



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Lloyd's Register
Foundation6320-421M
W1214-0239

1929.
May 29. June 18. 25. July 4. 8. Aug. 2. 7-15. 22. 24.
During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 16

Dates of Examination of principal parts—Cylinders 15-8-29 Slides 15-8-29 Covers 15-8-29
Pistons 15-8-29 Piston Rods 22-8-29 Connecting rods 22-8-29
Crank shaft 7-8-29 Thrust shaft 7-8-29 Intermediate shafts 24-8-29
Tube shaft ✓ Screw shaft 7-8-29 Propeller 24-8-29
Stern tube 24-8-29 Engine and boiler seatings 30-8-29 Engines holding down bolts 9-9-29
Completion of fitting sea connections 30-8-29
Completion of pumping arrangements 16-9-29 Boilers fixed 9-9-29 Engines tried under steam 17-9-29
Main boiler safety valves adjusted 16-9-29 Thickness of adjusting washers 13/32 P.S.
Crank shaft material Steel Identification Mark 319 P.F. Thrust shaft material Steel Identification Mark 351 P.F.
Intermediate shafts, material Steel Identification Marks 351 P.F. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material steel Identification Mark 3080 P.F. Steam Pipes, material S.D. Copper Test pressure 380 lb. Date of Test 9-9-29
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 the use of oil as fuel been complied with ✓
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no If so, have the requirements of the Rules been complied with ✓
Is this machinery duplicate of a previous case yes If so, state name of vessel "TAYRA", Abn Rpt No. 14476.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under special survey, in accordance with the approved plans & the Rules of this Society. The materials & workmanship are good. The machinery has been efficiently installed on board the vessel, tried under working conditions & found good. The machinery is eligible in my opinion to have the record - LMC 9.29. O.G. in the Register Book.

It is submitted that this vessel is eligible for THE RECORD. LMC 9.29 O.G.

8/10/29

Under Officer

Certificate to be sent to

The amount of Entry Fee £ 2 : - : - When applied for,
Special 2/9 LMC 9.29 £ 13 : 1 : - 3-10-1929
Donkey Boiler Fee £ : : : When received,
Travelling Expenses (if any) £ : : : 11-11-29

Committee's Minute

Assigned

FRI. 11 OCT 1929

CERTIFICATE WRITTEN

P. Fitzgerald
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation