

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report

19

When handed in at Local Office

29 JUN 1943

Port of *Shue*

To. in Survey held at *Goole*

Date, First Survey

25. 2. 42.

Last Survey

25. 6. 1943

Rep. Book

(Number of Visits

26)

on the *H.M. mooring Vessel (Single Screw) "MOORELY"*

Tons

Gross 457

Net 172

Built at *Goole*

By whom built

Goole Shipbuilding & Repg. Co. Ltd.

Yard No. 385

When built 1943

Engines made at *Glasgow*

By whom made *Blair & Co. Ltd.*

Engine No. 3810

When made

Boilers made at *Leeds*

By whom made *Clayton & Son Ltd.*

Boiler No. 659 1/2

When made

Registered Horse Power

Owners

Admiralty

Port belonging to

Com. Horse Power as per Rule

150

Is Refrigerating Machinery fitted for cargo purposes

h

Is Electric Light fitted

Yes

Trade for which vessel is intended

Admiralty mooring Vessel

GINES, &c.—Description of Engines

Triple Expansion

Contract

Revs. per minute

150

No. of Cylinders

12 1/2, 20, 33

Length of Stroke

24"

No. of Cylinders

3

No. of Cranks

3

Rank shaft, dia. of journals

as per Rule *6.559*

as fitted *6 5/8"*

Crank pin dia.

6 5/8"

Crank webs

Mid. length breadth *10"*

Thickness parallel to axis *4 5/8"*

shrunk Thickness around eye-hole *2 13/16 & 3 1/2"*

Intermediate Shafts, diameter

as per Rule *6.247*

as fitted *6 1/4"*

Thrust shaft, diameter at collars

as per Rule *6.559*

as fitted *6 5/8"*

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule *7.35*

as fitted *7 3/8"*

Is the { tube screw } shaft fitted with a continuous liner { *no liner* }

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

at *Yes*

If so, state type

NEWARK

Length of Bearing in Stern Bush next to and supporting propeller

2' 8 3/8"

Propeller, dia.

9' 0"

Pitch

7' 3"

No. of Blades

3

Material

Bronze

whether Moveable

Solid

Total Developed Surface

23 sq. feet

Feed Pumps worked from the Main Engines, No.

none

Diameter

✓

Stroke

✓

Can one be overhauled while the other is at work

✓

Bilge Pumps worked from the Main Engines, No.

none

Diameter

✓

Stroke

✓

Can one be overhauled while the other is at work

✓

Feed

No. and size

Two 5" x 12" stroke x 7" stroke cyl. dis.

Pumps connected to the

No. and size

One 7" x 15" x 8 1/2" & One 6" x 12" x 7" also semi-port pump

Pumps

How driven

Independent Steam (weirs)

Main Bilge Line

How driven

Independent Steam (weirs)

Ballast Pumps, No. and size

One 7" x 5" x 8 1/2" & One 6" x 12" x 7"

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

none

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

3 at 2 1/2" in ER. Two at 2 1/2" in BR

In Pump Room

none

In Holds, &c.

One 2" in FP. One 2 1/2" for pump. One 2 1/2" for crew space.

Two 2 1/2" in Hold. One 2 1/2" in A.P.

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

One 5"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

One 2 1/2" to 40 ton pump. One 2 1/2" to 20 ton pump.

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

Either direct or heavy G.U.

Are they fitted with Valves or Cocks

Valves

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

Valves to Admiralty regts

What Pipes pass through the bunkers

Waste water service & aft bilge main

How are they protected

Steel plates

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

No

worked from

✓

MAIN BOILERS, &c.—(Letter for record

S)

Total Heating Surface of Boilers

2886 1/2 for two boilers.

Which Boilers are fitted with Forced Draft

Both

Which Boilers are fitted with Superheaters

none

No. and Description of Boilers

Two S.E. Cyl. multitubular

Working Pressure

180 lb

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

✓

Can the donkey boiler be used for domestic purposes only

✓

PLANS. Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

15.7.41

Auxiliary Boilers

—

Donkey Boilers

—

(If not state date of approval)

Superheaters

—

General Pumping Arrangements

15.9.41

Oil fuel Burning Piping Arrangements

—

SPARE GEAR.

Has the spare gear required by the Rules been supplied

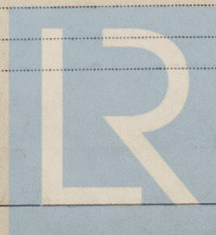
Yes

State the principal additional spare gear supplied

As per attached list

The foregoing is a correct description.

Manufacturer.



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"MOORFLY"

Rpt. 4.

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
Pistons
Crank shaft
Tube shaft
Stern tube
Piston Rods
Thrust shaft
Screw shaft
Engine and boiler seatings
Slides
Connecting rods
Intermediate shafts
Propeller
Engines holding down bolts

Completion of fitting sea connections
Completion of pumping arrangements
Main boiler safety valves adjusted
Crank shaft material
Intermediate shafts, material
Screw shaft, material
Is an installation fitted for burning oil fuel
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 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

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

The machinery of this vessel has been installed under Special Survey in accordance with the Society's Rules, the Specification and Admiralty Requirements and is of good materials and workmanship. When tried under working conditions the machinery was found satisfactory in every respect.

It is eligible in my opinion to have the records * LMC 5.43. OG. with the notation of T 3cy. 12 1/2", 20", 33" - 24". NHP 150 25B. 180# 4c.f. GS. 78. HS 2886 F.D.

The amount of Entry Fee
Special
Donkey Boiler Fee
Travelling Expenses (if any)

When applied for,
29 JUN 1943
When received,
19.

Committee's Minute

TUES. 6 JUL 1943

Assigned

See for machinery

Engineer Surveyor to Lloyd's Register of Shipping.



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