

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 JUN 1943

Date of writing Report 19 When handed in at Local Office 2.10.42 Port of Glasgow
 No. in Survey held at Glasgow Date, First Survey 22.9.41 Last Survey 14.10.1942
 Reg. Book. MAR 13.5 on the Steel Single Screw Tugboat "MOORFLY" (Number of Visits 36)
 Built at Goolle By whom built Goolle S B & Repairing Co Ltd Yard No. 385 Tons { Gross 457 Net 172
 Engines made at Glasgow By whom made Blairs Ltd Engine No. 3810 When built 1943
 Boilers made at Luss By whom made Blairton Iron Works Ltd Boiler No. - When made 1943
 Registered Horse Power - Owners Admiralty Port belonging to -
 Nom. Horse Power as per Rule 150 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which Vessel is intended Moving vessel

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute -
 Dia. of Cylinders 12 1/2 - 20 - 33 Length of Stroke 24 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.559 as fitted 6.578 Crank pin dia. 6 5/8 Crank webs Mid. length breadth 10 Thickness parallel to axis 4.98
 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 6.578
 Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 7.35 as fitted 7 3/8 Is the screw 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 no Is an approved Oil Gland or other appliance fitted at the after end of the tube yes
 If so, state type To be fitted at Goolle Length of Bearing in Stern Bush next to and supporting propeller -

Propeller, dia. 9.0 Pitch 7.3 No. of Blades 3 Material Bronze whether Movable no Total Developed Surface 23 sq. feet
 Feed Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work yes
 Feed Pumps { No. and size - How driven - Pumps connected to the Main Bilge Line { No. and size - How driven -
 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 yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room yes
 In Pump Room yes

Main Water Circulating Pump Direct Bilge Suctions, No. and size - Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size -
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-bones yes
 Are the Bilge Suctions in the Machinery Space led from easily accessible man-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 yes
 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 - How are they protected -
 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 yes worked from -

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers -
 Which Boilers are fitted with Forced Draft - Which Boilers are fitted with Superheaters -
 No. and Description of Boilers - Working Pressure -
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes
 IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes
 Can the donkey boiler 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
 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 as per attached list

The foregoing is a correct description.

For BLAIRS LIMITED,

Manufacturer.

W. Macgregor Director



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Lloyd's Register Foundation

011253-011243-0174

1941 Sep: 22 Oct: 13-27 Nov: 5-28 Dec: 3-12 (1942) Jan: 13-27-30 Mar: 2-16-18-24-2
 Apr: 1-13-22-29 May: 11-26 June 16-24 July: 1-6-7-8-24-31 Aug: 6-12-19-24-28 S
 15 Oct: 14

Dates of Survey while building
 During progress of work in shops ---
 During erection on board vessel ---
 Total No. of visits 2836

Dates of Examination of principal parts—Cylinders 31-7-42 Slides 1-7-42 Covers 25-3-42
 Pistons 26-5-42 Piston Rods 1-7-42 Connecting rods 1-7-42
 Crank shaft 26-5-42 Thrust shaft 27-10-41 Intermediate shafts 15-9-42
 Tube shaft Screw shaft 6-7-42 Propeller 6-7-7-42
 Stern tube 7-7-42 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 9 Steel Identification Mark LLOYD'S 10916 Thrust shaft material 9 Steel Identification Mark LLOYD'S 367
 Intermediate shafts, material 9 steel Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material 9 steel Identification Mark LLOYD'S 429 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 If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The materials and workmanship are good
 The machinery has been constructed under special survey in accordance with the Society's Rules and with the Admiralty specification or as otherwise modified and approved by the Admiralty.
 Upon completion of installation on board and satisfactory conclusion of trials the machinery will, in my opinion, be eligible for classification and the records + LMC (with date) O.G.
 The machinery has been sent to Gool to be fitted in the vessel.

Job
 3/10/42

In separate Rpt 4 for fitting above machinery on board "MOORFLY" at Gool

Certificate to be sent to

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

Sh. Duns
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 3 NOV 1942

TUES. 6 JUL 1943

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Assigned *Deferred for completion*

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