

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

18 SEP 1935

Date of writing Report 10. 9. 1935 When handed in at Local Office 10. 9. 1935 Port of Middlesbrough
 No. in Survey held at South Bank Date, First Survey 8 June/35 Last Survey 10. 9. 1935.
 Reg. Book. on the Steam Tranker "Moorivlei" (Number of Visits)
 Built at South Bank By whom built Smiths Dock Co Ltd Yard No. 990 Tons { Gross 251
 Engines made at South Bank By whom made Smiths Dock Co Ltd Engine No. 455 When built 1935
 Boilers made at W. Hartlepool By whom made Richardson, Westgarth & Co Boiler No. D 255 when made 1935
 Registered Horse Power Owners The National Dredging & Fishing Co Ltd Port belonging to Cape Town
 Nom. Horse Power as per Rule 95 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 11 7/8" 19 3/4" 34" Length of Stroke 24" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.9" Crank pin dia. 7 1/4" Crank webs Mid. length breadth 10 1/8" Thickness parallel to axis 4 3/8"
 as fitted 7 1/8" Mid. length thickness 4 3/8" shrunk Thickness around eye-hole 3 1/16"
 Intermediate Shafts, diameter as per Rule 6.57" Thrust shaft, diameter at collars as per Rule 6.9"
 as fitted 6 3/4" as fitted 7 1/8"
 Tube Shafts, diameter as per Rule 7.34" Screw Shaft, diameter as per Rule 7 1/2" Is the { tube } shaft fitted with a continuous liner { Yes
 as fitted 7 1/2" as fitted 7 1/2" Is the { screw } shaft fitted with a continuous liner { Yes
 Bronze Liners, thickness in way of bushes as per Rule 1/2" Thickness between bushes as per Rule 1/8" Is the after end of the liner made watertight in the
 as fitted 17/32" as fitted 17/32" 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
 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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 3' 2"
 Propeller, dia. 9' 0" Pitch 9' 9" No. of Blades 4 Material C.I. whether Movable No Total Developed Surface 31 sq. feet
 Feed Pumps worked from the Main Engines, No. 1 Diameter 2 3/8" Stroke 12" Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 2 3/8" Stroke 12" Can one be overhauled while the other is at work
 Feed Pumps { No. and size 2 - 6" x 3 1/2" x 6" Duplex Pumps connected to the { No. and size 2 - 6" x 3 1/2" x 6" Duplex + Ejector
 How driven Steam Main Bilge Line How driven Steam
 Ballast Pumps, No. and size 2 - 6" x 3 1/2" x 6" 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. 1 - 2" Flush well. 1 - 2" Sand Stone

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size 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 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. Winch Windlass steam. Wash Deck How are they protected Lagged + iron casings
 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 none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1774 sq. ft.
 Forced Draft fitted No No. and Description of Boilers 1 S.B. Working Pressure 225 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Auxiliary Boilers Donkey Boilers

Superheaters Yes 29.5.35 General Pumping Arrangements Yes 3.6.35 Oil fuel Burning Piping Arrangements

SHAFTING GEAR. State the articles supplied:— 1 tail shaft (to serve also for sister vessel "Blomvlei")

1 propeller, 1 set air pump valves, 1 main & 1 auxiliary check valve lid, 1 safety valve spring

3 condenser tubes 5 plain tubes and 1 stay tube quantity of bgs, studs, nuts blank flanges

and drain cock sleeves and seats for superheaters

The foregoing is a correct description,

FOR SMITH'S DOCK COMPANY, LTD

Manufacturer.

In Detail
Engine Works ManagerLloyd's Register
Foundation

015165-016162-0135

Dates of Survey while building
During progress of work in shops - - 1935 June 8. 17. 21. 24. 27 July 1. 9. 19. 23. 24. 29. 31 Aug 7. 8. 9. 14
During erection on board vessel - - - Aug 28. 29. 31 Sep 4. 10
Total No. of visits 21

Dates of Examination of principal parts—Cylinders 7. 8. 35 Slides 7. 8. 35 Covers 7. 8. 35
Pistons 23. 7. 35 Piston Rods 19. 7. 35 Connecting rods 29. 7. 35
Crank shaft 29. 7. 35 Thrust shaft 21. 6. 35 Intermediate shafts 21. 6. 35
Tube shaft — Screw shaft 21. 6. 35 Propeller 29. 7. 35
Stern tube 7. 8. 35 Engine and boiler seatings 7. 8. 35 Engines holding down bolts 29. 8. 35
Completion of fitting sea connections 7. 8. 35
Completion of pumping arrangements 4. 9. 35 Boilers fixed 29. 8. 35 Engines tried under steam 10. 9. 35
Main boiler safety valves adjusted 4. 9. 35 Thickness of adjusting washers Port 32" Star 3" Super 5"
Crank shaft material S. M. Steel Identification Mark E. E. 21. 6. 35 Thrust shaft material S. M. Steel Identification Mark E. E. 21. 6. 35
Intermediate shafts, material S. M. Steel Identification Marks E. E. 21. 6. 35 Tube shaft, material — Identification Mark —
Screw shaft, material S. M. Steel Identification Mark E. E. 21. 6. 35 Steam Pipes, material Steel Test pressure 675 lbs Date of Test 31. 8. 35
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 S. T. 'Blomvlei'

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

The materials and workmanship are good.
This machinery has been built under special survey, in accordance with the Rules and approved Plans. It has been securely fitted aboard and tested under steam with satisfactory results and is, in my opinion, eligible for classification with record + L. M. C. 9. 35

The amount of Entry Fee ... £ 2: 0: 0 When applied for, 19. 9. 1935
Special LESS BOILER £ 11: 15: 0
Donkey Boiler Fee ... £ : : When received, 1. 11. 35
Travelling Expenses (if any) £ : : 2/11

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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