

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 2 APR 1947

Date of writing Report 18.3.1947. When handed in at Local Office 2 APR 1947 Port of *Sp. Smith*  
 No. in Survey held at *Yarmouth* Date, First Survey 13 Nov. 1944 Last Survey 18 March 1947.  
 Reg. Book. on the *St. Lumb. Mooring Barge "MOORFOOT"* (Number of Visits 25)  
 Built at *Yarmouth* By whom built *Fellows & Co. Ltd.* Yard No. 354 Tons { Gross Net  
 Engines made at *✓* By whom made *✓* Engine No. *✓* when made *✓*  
 Boilers made at *Glasgow* By whom made *John Thompson (Main Boilers) Ltd.* Boiler No. 5220 when made 1944.  
 Registered Horse Power *✓* Owners *Admiralty* Port belonging to *✓*  
 Nom. Horse Power as per Rule *✓* Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *No*  
 Trade for which Vessel is intended *Government Service*

ENGINES, &c.—Description of Engines *Only Auxiliary machinery fitted.* Revs. per minute  
 Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks  
 Crank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis  
 as fitted Mid. length thickness shrunk Thickness around eye-hole  
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule  
 as fitted as fitted  
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube screw } shaft fitted with a continuous liner {  
 as fitted as fitted  
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
 as fitted as fitted propeller boss  
 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 Length of Bearing in Stern Bush next to and supporting propeller  
 Propeller, dia. Pitch No. of Blades Material whether Moveable Total Developed Surface sq. feet  
 Feed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
 Feed { No. and size *Two 8 1/2" x 6" x 15"* ✓ Pumps connected to the { No. and size *One 40 ton/hr.* ✓ *One 200 ton/hr.* ✓  
 Pumps { How driven *Steam* ✓ Main Bilge Line { How driven *Steam* ✓ *Steam* ✓  
 Ballast Pumps, No. and size *One 40 ton/hr.* ✓ *One 200 ton/hr.* ✓ 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 *E.R. 2-3"* ✓ *B.R. 1-3"* ✓  
 In Holds, &c. *One - 3" ✓ Acc. One - 2 1/2" ✓*  
*F.P. One - 3" ✓ Steam Ind. 1-2 1/2" ✓*

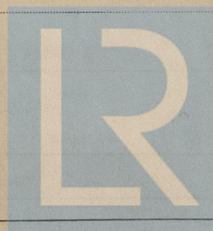
Main Water Circulating Pump Direct Bilge Suctions, No. and size *One - 6"* ✓ Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size *✓* Are all the Bilge Suction Pipes in holds and tank well fitted with strum-boxes *No* ✓  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *No* ✓  
 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 Are the Overboard Discharges above or below the deep water line  
 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 *No* ✓  
 What Pipes pass through the bunkers *None* ✓ How are they protected *✓*  
 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 *No* ✓  
 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 *No* ✓ Is the Shaft Tunnel watertight *✓* Is it fitted with a watertight door *✓* worked from *✓*

MAIN BOILERS, &c.—(Letter for record *S.* ✓) Total Heating Surface of Boilers *2554* ✓  
 Is Forced Draft fitted *No* ✓ No. and Description of Boilers *One Return Tube* ✓ Working Pressure *135 lb. sq. in.* ✓  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *No* ✓  
 IS A DONKEY BOILER FITTED? *No* ✓ If so, is a report now forwarded? *✓*  
 PLANS. Are approved plans forwarded herewith for Shafting *✓* Main Boilers *✓* Auxiliary Boilers *✓* Donkey Boilers *✓*  
 (If not state date of approval)  
 Superheaters *✓* General Pumping Arrangements *✓* Oil fuel Burning Piping Arrangements *✓*  
 SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,  
 FOR CRABTREE (1981) LTD.

*A. Smith*  
 Managing Director

Manufacturer.



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9500-1192510-0056



Dates  
of Survey  
while  
building

During progress of  
work in shops - -

During erection on  
board vessel - - -

Total No. of visits

1944: Nov 13.  
1945: Jan 9. Mar 22. Apr 17. May 15. 24. July 4. Sep 7. 30. Oct 9. 31. Nov 12. Dec 21.  
1946: Apr 24. May 7. 3. July 9. Oct 7. Nov 6. 12. 19. 25.  
1947: Jan 23. 30. Feb 5. Mar 15.

25

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

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

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Test pressure 405 lb. Date of Test 3-8-46

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

If so, have the requirements of the Rules been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, state name of vessel

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 machinery of this non-propelled barge has been installed under Special Survey in accordance with the Specification, Rules, approved plans & Secretary's letters.

The materials & workmanship are good and the machinery found satisfactory on completion of all tests.

Eligible in my opinion to be classed +. 1 S.B. 30.4. G.S. 58.  
H.S. 2554. 135 lb. sq. in.

The Boiler (Glasgow Report No. 69097) has been fitted on board the vessel in an efficient manner, examined under steam & its safety valves adjusted to 135 lb. per sq. inch. An accumulation test has been carried out with satisfactory results.

The amount of Entry Fee

Installation of Machinery

Special

Donkey Boiler Fee

Travelling Expenses (if any)

£ 8 : 0 : 0

£ 8 : 0 : 0

£ :

£ :

When applied for

2-1-1947

19

When received

19

Syrill  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

23 MAY 1947

Assigned + NB. 3.47. F.D.



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