

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 28 MAY 1931

Date of writing Report 19 When handed in at Local Office 27 MAY 1931 Port of Newcastle-on-Tyne.

No. in Survey held at Walker Date, First Survey 30 Jan^y Last Survey 23rd May 1931
 Reg. Book. on the Triple expansion engines for the S.S. "MOYRA" (Number of Visits 3.2) Tons }
 Gross }
 Net }
 Built at Sunderland By whom built Swan Hunter, Wigham & Co. Yard No. 1464 When built 1931.
 Engines made at Walker By whom made ~ do ~ Engine No. 1410 when made 1931.
 Boilers made at ~ do ~ By whom made ~ do ~ Boiler No. 1410 when made 1931.
 Registered Horse Power Owners The Moyra Shipping Co. Ltd. Port belonging to Newcastle.
 Nom. Horse Power as per Rule 124 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 Trade for which Vessel is intended General Cargo.

ENGINES, &c.—Description of Engines Triple expansion Revs. per minute 96.
 Dia. of Cylinders 15 1/2 - 25 - 40 Length of Stroke 33 No. of Cranks 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8 1/2 Crank pin dia. 8 1/2 Crank webs Mid. length breadth 12 1/2 Thickness parallel to axis 5 1/4
 as fitted 8 1/2 Crank webs Mid. length thickness 12 1/4 shrunk Thickness around eye-hole 3 1/4
 Intermediate Shafts, diameter as per Rule 4.99 Thrust shaft, diameter at collars as per Rule 8.5
 as fitted 8.99 Is the screw shaft fitted with a continuous liner } yes
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 8.943 Is the screw shaft fitted with a continuous liner } yes
 as fitted - Thickness between bushes as per Rule 14.924 Is the after end of the liner made watertight in the
 Bronze Liners, thickness in way of bushes as per Rule 19/32 Thickness between bushes as fitted 14.924 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
 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 3'-0" Total Developed Surface 4.5 sq. feet
 Propeller, dia. 11'-9" Pitch 10'-9" No. of Blades 4 Material B.S.M. whether Moveable No Total Developed Surface 4.5 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 1/4 Stroke 14 Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/2 Stroke 14 Can one be overhauled while the other is at work yes
 Feed Pumps No. and size 1 - 6-4-6 Pumps connected to the Main Bilge Line No. and size 1 - 4x4x4 main engine connections
 How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size 4
 Ballast Pumps, No. and size 1 - 4x4x4 Suctions, connected to both Main Bilge Pumps and Auxiliary
 Are two independent means arranged for circulating water through the Oil Cooler -
 Bilge Pumps;—In Engine and Boiler Room 3 - 2 1/2
 In Holds, &c. 2 - 2 1/2 fore hold, 2 - 2 1/2 - 1 - 3 in after hold, 1 - 2 1/2 tunnel well.
 3 Plan

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 - 3 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 below
 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 fore hold bilge suction How are they protected Wooden casings
 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 yes worked from top platform

MAIN BOILERS, &c.—(Letter for record \$) Total Heating Surface of Boilers 2238 sq ft
 Is Forced Draft fitted No No. and Description of Boilers 2 single ended marine Working Pressure 180 lbs per sq
 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 yes Auxiliary Boilers - Donkey Boilers -
 Superheaters yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements -
 SPARE GEAR. State the articles supplied:— as per Council's Rules + attached list.

The foregoing is a correct description,

FOR SWAN, HUNTER & WIGHAM RICHARDSON, LTD.

Geo. A. Wright

Manufacturer.



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Lloyd's Register Foundation

011001 - 011010 - 0156

1931
 During progress of work in shops - - Jan 30, Feb. 11, 16, 23, 26, Mar. 3, 9, 13, 17, 20, 25, 30, Apr. 2, 8, 9, 13, 20, 23, 24, 27, 28.
 During erection on board vessel - - 30, May 1, 8, 11, 13, 14, 15, 19, 20, 22, 23.
 Total No. of visits 32.

Dates of Examination of principal parts - Cylinders 24. 4. 31 Slides 27. 4. 31 Covers 24. 4. 31
 Pistons 24. 4. 31 Piston Rods 24. 4. 31 Connecting rods 24. 4. 31
 Crank shaft 23. 4. 31 Thrust shaft 20. 4. 31 Intermediate shafts 24. 4. 31
 Tube shaft - Screw shaft 20. 4. 31 Propeller 20. 4. 31
 Stern tube 9. 4. 31 Engine and boiler seatings 8. 5. 31 Engines holding down bolts 19. 5. 31
 Completion of fitting sea connections 1. 5. 31 As per Sunderland letter attached.
 Completion of pumping arrangements 20. 5. 31 Boilers fixed 13. 5. 31 Engines tried under steam 23. 5. 31
 Main boiler safety valves adjusted 20. 5. 31 Thickness of adjusting washers 9/32" - 5/16", 1/32" - 1/32" Super 3/8" - 5/16"
 Crank shaft material S Identification Mark LLOYD'S No. 4581 Thrust shaft material S Identification Mark LLOYD'S No. 4581
 Intermediate shafts, material S Identification Marks LLOYD'S No. 4581 / 4582 Tube shaft, material - Identification Mark -
 Screw shaft, material S Identification Mark F.A.F. No. 4591 Steam Pipes, material S Test pressure 540 lbs Date of Test 8/15/53
 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 carrying and burning oil fuel been complied with -
 Is this machinery duplicate of a previous case No If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The Machinery has been built under special survey in accordance with the Rules of the Society, & the approved plans & has been recently fitted on board the vessel, tried under full working conditions & found satisfactory.
 The workmanship & materials are of good quality throughout.
 The Machinery is eligible, in my opinion, to have notation T. L. M. C. 5. 31 & T. S. C. L.

Newcastle-on-Tyne

The amount of Entry Fee ... £ 3 : - :
 Special ... £ 31 : - :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 27 MAY 1931
 When received, 30. 5. 31

Eng. A. Ferguson
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 2 JUN 1931
 Assigned + L. Mc. 5, 31
 C.L.

