

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

12 JUL 1952

Writing Report 5.5.52

When handed in at Local Office

8 MAY 1952

Port of

LIVERPOOL

Survey held at

Northwich

Date, First Survey

21/3/51

Last Survey

17 April 1952

Book

(Number of Visits 3)

on the

S.S. MOONLIGHT

at

Northwich

By whom built

W. J. Yarwood & Sons

Yard No.

878

When built

1952

Machinery made at

Northwich

By whom made

W. J. Yarwood & Sons

Engine No.

228

When made

1952

Boilers made at

Motherwell

By whom made

Marshall & Anderson

Boiler No.

4222

When made

1952

Registered Horse Power

Owners

Port belonging to

Horse Power as per Rule

32 [New MN. 40]

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

for which vessel is intended

Description of Engines

Compound reciprocating

Max. I.H.P. 200

of Cylinders

1 1/2" x 24"

Length of Stroke

18"

No. of Cylinders

2

No. of Cranks

2

shaft, dia. of journals

as per Rule 5.2

Crank pin dia.

5 5/16"

Crank webs

Mid. length breadth

Thrust shaft, diameter at collars

as per Rule 5.2

Thick. parallel to axis

3 1/4"

mediate Shafts, diameter

as per Rule 4.95

Screw Shaft, diameter

as per Rule 5.4

Is the

shaft fitted with a continuous liner

Yes

Shafts, diameter

as per Rule None

Screw Shaft, diameter

as per Rule 5 1/2"

Is the

shaft fitted with a continuous liner

Yes

ze Liners, thickness in way of bushes

as per Rule 1.46

Thickness between bushes

as per Rule 0.35

Is the after end of the liner made watertight in the

oller 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

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

o 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

Yes

eller, dia.

6'-7"

Pitch

8'-6"

No. of Blades

4

Material

Cast steel

whether Moveable

Solid

Total Developed Surface

17

sq. feet

Pumps worked from the Main Engines, No.

One

Diameter

2 1/2"

Stroke

8"

Can one be overhauled while the other is at work.

-

Pumps worked from the Main Engines, No.

One

Diameter

2 1/2"

Stroke

8"

Can one be overhauled while the other is at work.

-

No. and size

1-2 1/2 x 8, One 5 x 3 1/2 x 6

Pumps connected to the

Main Bilge Line

No. and size

One 5 x 3 1/2 x 6, 1-2 1/2 x 8 Ejector (20 tons/hr)

How driven

M.E. Steam

How driven

Steam

M.E.

Steam

st Pumps, No. and size

5 x 3 1/2 x 6

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

two independent means arranged for circulating water through the Oil Cooler

Pumps: In Engine and Boiler Room

1-2" E.R. 1-2" ejector suction ER

ump Room

In Holds, &c. 1-2" 1-2" ejector

Water Circulating Pump Direct Bilge Suctions, No. and size

One 2 1/2"

Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,

nd size

One 2"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes.

Yes

he 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

ill Sea Connections fitted direct on the skin of the ship.

On Kingpins

Are they fitted with Valves or Cocks

Valves

Yes

hey 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

hey 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

Pipes pass through the bunkers

None

pipes pass through the deep tanks

None

Have they been tested as per Rule

-

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Yes

e 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

artment to another

Yes

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

-

worked from

-

BOILERS, &c. (Letter for record)

None

Total Heating Surface of Boilers

630 sq

h Boilers are fitted with Forced Draft

None

Which Boilers are fitted with Superheaters

None

nd Description of Boilers

One cyl. Multitubular

Working Pressure

140 lb/sq in

REPORT ON MAIN BOILERS NOW FORWARDED?

Yes (Glasgow report No. 78362)

A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

-

he donkey boiler be used for other than domestic purposes

Yes

NS. Are approved plans forwarded herewith for Shafting

27-3-51

Main Boilers

Gls.

Auxiliary Boilers

Yes

Donkey Boilers

Yes

(If not state date of approval)

heaters

Yes

General Pumping Arrangements

22-1-52

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR.

he spare gear required by the Rules been supplied

Yes

the principal additional spare gear supplied

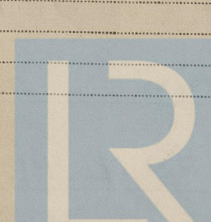
Yes

The foregoing is a correct description.

a W. J. YARWOOD & SONS LTD.

Director

Manufacturer.



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Lloyd's Register Foundation

014827 014836 0137

21/3/51 15 17/4/52

During progress of work in shops - - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 31

Dates of Examination of principal parts - Cylinders 8.11.51 Slides 8.11.51 Covers 8.11.51

Pistons 14.8.51 Piston Rods 17.7.51 Connecting rods 12.6.51

Crank shaft 13.9.51 Thrust shaft 7.1.52 Intermediate shafts 7.1.52

Tube shaft Screw shaft 21.11.51 Propeller 21.11.51

Stern tube 21.11.51 Engine and boiler seatings 13.9.51 Engines holding down bolts 29.2.52

Completion of fitting sea connections 21.11.51

Completion of pumping arrangements 29.2.52 Boilers fixed 11.3.52 Engines tried under steam 3. April 1952

Main boiler safety valves adjusted 3.4.52 Thickness of adjusting washers Port "1/32" Start 5/16"

Crank shaft material S.M. Steel Identification Mark 5418 21.1.51 Thrust shaft material S.M. Steel Identification Mark 5765 18.12.51

Intermediate shafts, material Identification Marks 19.8.51 Tube shaft, material Identification Mark

Screw shaft, material S.M. Steel Identification Mark 5337 19.8.51 Steam Pipes, material Copper Test pressure 300 lb Date of Test 19.3.52

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.

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 No If so, state name of vessel.

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

The Machinery of this vessel has been constructed under special survey in accordance with the Rules and the approved plans. The materials and workmanship are good.

The engines and the boiler have been satisfactorily fitted on board, together with the auxiliaries.

Afterwards examined under steam, and tried under working conditions during a basin trial at Northwich, with satisfactory results.

The machinery in my opinion is eligible to be classed in the Register Book with notation of \star LMC 4.52.

TS. (CL) 1 SB. 140 lb/sq 630 ϕ MN 40.

The amount of Entry Fee ... £ : : When applied for, 26 JUN 1952

Agreed Special ... £ 15:00

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ 8:18:10

Date LIVERPOOL 1 JUL 1952

Committee's Minute \star L.M.C. 4:52. T.S. (CL)

C. Reed
Engineer Surveyor to Lloyd's Register of Shipping.