

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-6 AUG 1929

Date of writing Report 19 *1929* When handed in at Local Office *-1 AUG. 1929* Port of *Liverpool*
 No. in Survey held at *Birkenhead* Date, First Survey *December 28/28* Last Survey *July 23rd 1929*
 Reg. Book. *21973* on the *S S Godfrey B. Holt* (Number of Visits *78*) Tons { Gross *3563* Net *2180*
 Built at *Birkenhead* By whom built *Cammell Laird & Co Ltd* Yard No. *954* When built *1929*
 Engines made at *Birkenhead* By whom made *Cammell Laird & Co Ltd* Engine No. *954* when made *1929*
 Boilers made at *Birkenhead* By whom made *Cammell Laird & Co Ltd* Boiler No. *954* when made *1929*
 Registered Horse Power *401* Owners *J. Holt & Co (Lid) Ltd* Port belonging to *Liverpool*
 Nom. Horse Power as per Rule *401* Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *Yes*
 Trade for which Vessel is intended *As per Rule*

ENGINES, &c.—Description of Engines *Vertical Triple Expansion* Revs. per minute *74*
 Dia. of Cylinders *22 1/2, 36 1/2, 62"* Length of Stroke *42"* No. of Cylinders *Three* No. of Cranks *Three*
 Crank shaft, dia. of journals as per Rule *11.8"* Crank pin dia. *12 1/4"* Crank webs Mid. length breadth *23 1/2"* Thickness parallel to axis *7 3/4"*
 as fitted *12 1/4"* Mid. length thickness *7 3/4"* Thickness around eye-hole *5 3/8"*
 Intermediate Shafts, diameter as per Rule *11.3"* Thrust shaft, diameter at collars as per Rule *11.8"*
 as fitted *11 1/2"* as fitted *12 1/4"*
 Tube Shafts, diameter as per Rule *12.6"* Screw Shaft, diameter as per Rule *13 1/4"* Is the *tube* shaft fitted with a continuous liner? *Yes*
 as fitted *11 1/2"* as fitted *13 1/4"* Is the *screw* shaft fitted with a continuous liner? *Yes*
 Bronze Liners, thickness in way of bushes as per Rule *.68* Thickness between bushes as per Rule *.57* Is the after end of the liner made watertight in the
 as fitted *3/4"* as fitted *5/8"* 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 *One length*
 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 *Tight*
 If two 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
 shaft *no* If so, state type *Length of Bearing in Stern Bush next to and supporting propeller 4' 10"*
 Propeller, dia. *16.6"* Pitch *15.9"* No. of Blades *four* Material *hard brass* whether Movable *no* Total Developed Surface *86* sq. feet
 Feed Pumps worked from the Main Engines, No. *2* Diameter *4 1/4"* Stroke *22"* Can one be overhauled while the other is at work *Yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *4 1/4"* Stroke *22"* Can one be overhauled while the other is at work *Yes*
 Feed Pumps { No. and size *2 - one 7 x 8 1/2, one 7 x 5 1/2* Pumps connected to the Main Bilge Line { No. and size *3 - one 7 x 8 1/2, one 6 1/2 x 4 1/2, one 7 x 5 1/2*
 How driven *Steam* How driven *Steam*
 Ballast Pumps, No. and size *one 7 x 8 1/2* Lubricating Oil Pumps, including Spare Pump, No. and size *none*
 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 *3 @ 2 1/2"*
 In Holds, &c. *1st hold 2 @ 3" bore, 1st hold 2 @ 3 1/4" bore, 1st hold 2 @ 2 1/2" bore, 1st hold 2 @ 2 1/2" bore*
 Tunnel well *2 1/4" bore*
 Main Water Circulating Pump Direct Bilge Suctions, No. and size *one 7"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size *one - 4"* 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 *none* How are they protected *Yes*
 What pipes pass through the deep tanks *none* 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 *upper deck*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *5776 sq' + 1490 = 6666 sq'*
 Is Forced Draft fitted *Yes* No. and Description of Boilers *Two cylindrical (multitubular) Working Pressure 180 lb sq'*
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? *Yes*
 IS AN AUXILIARY BOILER FITTED? *Yes (HS 1496 sq')* If so, is a report now forwarded? *Yes*
 PLANS. Are approved plans forwarded herewith for Shafting *Yes* Main Boilers *Yes* Auxiliary Boilers *Yes* Donkey Boilers *Yes*
 Superheaters *no* General Pumping Arrangements *Yes* Oil fuel Burning Piping Arrangements *Yes*
 SPARE GEAR. State the articles supplied:— *As per Rule requirements and attached list.*

The foregoing is a correct description,
CAMMELL LAIRD AND COMPANY LIMITED.

J. W. Laird
SECRETARY.

Manufacturer.



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Lloyd's Register
Foundation

002870-002875-0102

Dates of Survey while building:

- During progress of work in shops: Dec 28, Jan 2, 7, 8, 11, 14, 19, 21, 24, 29, Feb 4, 5, 7, 12, 18, 20, 21, 22, 25, 26, 27, 28, Mar 4, 6, 8, 11, 15, 18, 22, 25, Apr 2, 8, 10, 12, 15
- During erection on board vessel: 17, 22, 23, 25, 26, May 1, 3, 7, 10, 13, 14, 15, 17, 22, 23, 24, 25, 27, 28, 29, 30, 31, June 3, 4, 5, 6, 8, 10, 12, 13, 14, 15, 17, 20, 26, 27, 28, July 3, 4, 8, 10, 21

 Total No. of visits: 78

Dates of Examination of principal parts—Cylinders 26. 2. 29; 11. 3. 29; 23. 4. 29 Slides 23. 4. 29 Covers 23. 4. 29
 Pistons 21. 2. 29 Piston Rods 7. 2. 29; 24. 2. 29 Connecting rods 7. 2. 29; 24. 2. 29
 Crank shaft 21. 2. 29; 11. 3. 29; 18. 3. 29 Thrust shaft 21. 2. 29 Intermediate shafts 8. 1. 29; 21. 2. 29;
 Tube shaft ✓ Screw shaft 10. 4. 29; 12. 4. 29; 13. 5. 29 Propeller 13. 5. 29
 Stern tube 8. 1. 29; 10. 5. 29 Engine and boiler seatings 27. 5. 29 Engines holding down bolts 27. 6. 29; 14. 6. 29
 Completion of fitting sea connections 15. 5. 29

Completion of pumping arrangements 28. 6. 29 Boilers fixed 5/6/29 Engines tried under steam 8/7/29
 Main boiler safety valves adjusted 26/6/29 Thickness of adjusting washers Pat. 1/2 P. 1 3/8 S 3/8 Steel 1 3/8 S 3/8
 Crank shaft material steel Identification Mark 682, 891, 928 Thrust shaft material steel Identification Mark 1336

Intermediate shafts, material steel Identification Marks 1370, 1368, 1372 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material steel Identification Mark 1365 Steam Pipes, material steel Test pressure 540 lb Date of Test 29/5/29, 31/6/29

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 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 and is in accordance with the Rules and the approved plans. It was examined under full working conditions during sea trials and found satisfactory, and is eligible in my opinion for record of L.M.C. in Register book.

It is submitted that this vessel is eligible for the Record. 7. 29 P.D. C.L.

J.S.M.
 J.P.R. 5/8/29

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 5 : 0 : 0
 Special ... £ 85 : 3 : 0
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, - 2 AUG. 1929
 When received, 6. 9. 29

J.S. Milton.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL - 2 AUG. 1929

Assigned + L.M.C. 7. 29
 Elec: Right



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