

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

24 APR 1924

Received at London Office

W.F.O. 30 APR 1924

Date of writing Report 19... When handed in at Local Office 19... Port of **LIVERPOOL**

No. in Survey held at **ELLESMERE PORT** Date, First Survey **1st Oct/21** Last Survey **24th April 1924**
 Reg. Book. **38758** on the **S.S. "DORIS THOMAS"** (Number of Visits **16**)

Built at **ELLESMERE PORT** By whom built **MANCHESTER DRY DOCKS CO. LD.** Yard No. **73** Tons **1924**
 Engines made at **MANCHESTER** By whom made **MANCHESTER DRY DOCKS CO. LD.** Engine No. **78** when made
 Boilers made at **BIRKENHEAD** By whom made **CAMMELL LAIRD & CO. LD.** Boiler No. **2089** when made

Registered Horse Power Owners **THOMAS BROS SHIPPING CO. LD.** Port belonging to **LIVERPOOL**

Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes **No** Is Electric Light fitted **No**

ENGINES, &c.—Description of Engines

Dia. of Cylinders Length of Stroke Revs. per minute No. of Cylinders No. of Cranks

Dia. of Crank shaft journals as per rule as fitted Dia. of Crank pin Crank webs Mid. length Mid. length thickness If shrunk Thickness parallel to axis Thickness around eye-hole

Diameter of Thrust shaft under collars as per rule as fitted Diameter of Tunnel shaft as per rule as fitted Diameter of Screw shaft as per rule as fitted Is the Screw shaft fitted with a continuous liner the whole length of the stern tube **Yes** 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 joints burned 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated **No** Length of Stern Bush **2'-3 1/4"** Diameter of Propeller **7'-6"**

Pitch of Propeller **8'-6"** No. of Blades **4** State whether Moveable **No** Total Surface **21 sq feet** square feet.

No. of Feed Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work

No. of Bilge Pumps fitted to the Main Engines Diameter of ditto Stroke Can one be overhauled while the other is at work

Total number and size of power driven Feed and Bilge Auxiliary Pumps **ONE 5 1/2 x 3 1/2 x 5"**

No. and size of Pumps connected to the Main Bilge Line **ONE 5 1/2 x 3 1/2 x 5"**

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

Are two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room **2 - 2" dia** and in Holds, &c. **2 at 2" dia and one ejector 2" dia**

No. and size of Main Water Circulating Pump Bilge Suctions **ONE at 3 1/2" dia** No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges **ONE 2" dia** 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 connections with the sea direct on the skin of the ship **YES** Are they 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 Discharge Pipes 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 are carried through the bunkers **None** How are they protected **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 Screw Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record **S**) Total Heating Surface of Boilers **952 sq feet**

Is Forced Draft fitted **No** No. and Description of Boilers **One cylindrical Multitubular SF** Working Pressure **130 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 (If not state date of approval) Main Boilers Auxiliary Boilers Donkey Boilers

General Pumping Arrangements Oil Fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

- 4. Connecting rod bolts and nuts (top end) 1 set feed pump valves
- 2 " " " " (bottom end) 1 set air pump valves
- 2 Main bearing bolts and nuts. 1 set circulating pump valves
- 1 set coupling bolts and nuts. 1 doz condense ferrules
- 6 gauge planes 1 gauge for main bearing
- 1 valve and seat for check valve

The foregoing is a correct description,

Wm Scott

Manufacturer.



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Lloyd's Register Foundation

003106-003115-0143

If not, state whether, and when, one will be sent? In a Report also sent on the Hull of the ship?

1921 - Oct. 6. Nov. 17. - 1922 Jan. 22. - 1924 Feb. 28. March 7. 12. 17. 19. 26. April 2. 8. 11. 12.

Dates of Survey while building
 During progress of work in shops --
 During erection on board vessel ---
 Total No. of visits

15. 24.
 16.

Dates of Examination of principal parts - Cylinders Slides
 Covers ✓ Pistons ✓ Rods ✓
 Connecting rods ✓ Crank shaft ✓ Thrust shaft ✓
 Tunnel shafts ✓ Screw shaft 19.3.24. Propeller 19.3.24
 Stern tube 17.3.24. Engine and boiler seatings 19.3.24. Engines holding down bolts 2.4.24.
 Completion of pumping arrangements 15.4.24 Boilers fixed 2.4.24. Engines tried under steam 15.4.24 + 24.4.24.
 Completion of fitting sea connections 28.2.24. Stern tube 19.3.24 Screw shaft and propeller 19.3.24.
 Main boiler safety valves adjusted 15.4.24. Thickness of adjusting washers P 3/8" S 3/8"
 Material of Crank shaft / Identification Mark on Do. /
 Material of Thrust shaft / Identification Mark on Do. /
 Material of Tunnel shafts / Identification Marks on Do. /
 Material of Screw shafts / Identification Marks on Do. /
 Material of Steam Pipes Copper Test pressure 260 lbs Date of Test 11.4.24.
 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 Yes. If so, state name of vessel SS. "BEN SFR." & SS. "MIA".

General Remarks (State quality of workmanship, opinions as to class, &c. The Boiler, Liverpool report no 81972 and Engine, Manchester report no 5325. have now been securely fitted on board. The Boiler has been examined under steam and safety valves adjusted to 150 lbs per sq inch. On completion the machinery and pumping arrangements were tried under full working condition at sea and found satisfactory in every respect. The vessel is eligible in our opinion to have notation in Register Book + L.M.C 4.24.

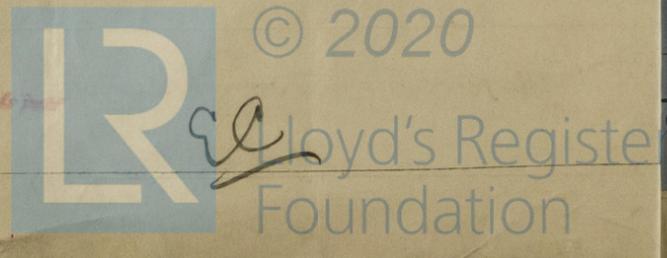
It is submitted that this vessel is eligible for THE RECORD. + LMC 4.24. CL.

[Signature]
 30/4/24

The amount of Entry Fee ... £ 2 : 0 : 0
 Special ... £ 3 : 16 : 0
 Donkey Boiler Fee ... £ ✓ : ✓ : ✓
 Travelling Expenses (if any) £ 2 : 16 : 0

When applied for, 24 APR 1924
 When received, 29 APR 1924
 John Dykes & J. Leicester
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 29 APR 1924
 Assigned + L.M.C 4.24.
 CERTIFICATE WRITTEN C.L.
 30.4.24



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