

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 4 SEP 1929

-2 SEP 1929

Port of

LIVERPOOL

of writing Report

19

When handed in at Local Office

in Survey held at

Birkenhead

Date, First Survey

Decr 28th/28

Last Survey

Aug 13th

1929

Book.

187 on the

S. S. "Thomas Holt"

Built at

Birkenhead

By whom built

Cammell Laird & Co Ltd

Yard No.

956

When built

1929

Engines made at

Birkenhead

By whom made

Cammell Laird & Co

Engine No.

956

when made

1929

Boilers made at

Birkenhead

By whom made

Cammell Laird & Co

Boiler No.

956

when made

1929

Registered Horse Power

Owners

J. Holt & Co (Clv) Ltd

Port belonging to

Liverpool

Horse Power as per Rule

4401

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

for which Vessel is intended

ENGINES, &c.—Description of Engines

Vertical, Triple Expansion

Revs. per minute 74.

No. of Cylinders

22 1/2, 36 1/2, 62"

Length of Stroke

42"

No. of Cranks

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"

shrink

Intermediate Shafts, diameter

as per Rule 11.8"

as fitted 12 1/4"

Thrust shaft, diameter at collar

as per Rule 11.8"

as fitted 12 1/4"

shrink

Shafts, diameter

as per Rule 11.8"

as fitted 12 1/4"

Screw Shaft, diameter

as per Rule 12.6"

Is the shaft fitted with a continuous liner

Yes

Liners, thickness in way of bushes

as per Rule 3/4"

as fitted 3/4"

Thickness between bushes

as per Rule 5/8"

Is the after end of the liner made watertight in the

tight

Liner 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

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Yes

tight

Liners 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

If so, state type

No

Length of Bearing in Stern Bush next to and supporting propeller

4' 10"

Total Developed Surface

86 sq. feet

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

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

Pumps connected to the

Main Bilge Line

No. and size

3.-one 7x8x8, one 6x4x7, one 7x5x8

How driven

Steam

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

None

Suctions, connected to both Main Bilge Pumps and Auxiliary

Pumps;—In Engine and Boiler Room

No. and size

3.-one 2 1/2" bore, one 2 1/4" bore, one 2 1/2" bore

Tunnel well 2 1/4" bore.

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

one 7"

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

Yes

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 they fitted with Valves or Cocks

Both

Are the Overboard Discharges above or below the deep water line

Above

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

How are they protected

Yes

Have they been tested as per Rule

Yes

Is it fitted with a watertight door

Yes

Is the Shaft Tunnel watertight

Yes

Total Heating Surface of Boilers

5776 sq' + 1490 = 6666

Working Pressure

180 lb sq'

25B (FD) + 1 Am SB.

A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes

AN AUXILIARY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

Are approved plans forwarded herewith for Shafting

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

State the articles supplied:—

As per Rule requirements and attached list

The foregoing is a correct description,

CAMMELL LAIRD AND COMPANY LIMITED.

MANAGING DIRECTOR

Manufacturer.

The foregoing is a correct description,
CAMMELL LAIRD AND COMPANY LIMITED.R. S. Johnson
MANAGING DIRECTOR

Manufacturer.

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Lloyd's Register
Foundation

003175-003180-0184

1928. 1929.
During progress of work in shops - Dec 28. Jan 2. 7. 8. 11. 14. 19. 21. 24. 29. Feb. 4. 5. 7. 12. 16. 18. 20. 21. 22. 25. 26. 27. 28. Mar. 4. 6. 8. 11. 15. 18. 21. 25. 28. Apr. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. May 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. June 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. July 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Aug. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Sept. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Oct. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Nov. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. Dec. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31.

Dates of Examination of principal parts—Cylinders 24/2/29 26/4 17/4 Slides 17/4/29
Pistons 26/2/29 17/4 27/5/29 Connecting rods 21/5/29
Crank shaft 24/2/29 18/3 27/5/29 Thrust shaft 29/2/29 12/7/29 27/5/29 Intermediate shafts 8/1/29 21/5/29 27/5/29
Tube shaft 24/2/29 18/3 27/5/29 Screw shaft 17/4/29 13/5 27/5 Propeller 6/6/29
Stern tube 26/2/29 28/5 1/6/29 Engine and boiler seatings 1/6/29 Engines holding down bolts 24/6/29
Completion of fitting sea connections 6/6/29 Boilers fixed 24/6/29 Engines tried under steam 5/7/29
Completion of pumping arrangements 25/7/29 Thickness of adjusting washers 1259 1074 Thrust shaft material steel Identification Mark 1199
Main boiler safety valves adjusted 25/7/29 Identification Marks 1287 1211 Tube shaft, material steel Identification Mark 27/6
Crank shaft material steel Identification Mark 1025 Steam Pipes, material steel Test pressure 500 lbs Date of Test 27/6
Intermediate shafts, material steel Identification Mark 1025 Is the flash point of the oil to be used over 150°F. ✓
Screw shaft, material steel Identification Mark 1025
Is an installation fitted for burning oil fuel ho
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 ho If so, have the requirements of the Rules been complied with ✓
Is this machinery duplicate of a previous case ho If so, state name of vessel SS Grafrey B. Holt

General Remarks (State quality of workmanship, opinions as to class, &c.)
The Machinery of this vessel has been constructed under special supervision 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 our opinion for record of time in Register book.

Particular Cast St Weight, Number of Test.
PARTIC (in
No. and M
Official particulars
PARTIC
Double bo
Double bo
Double bo
Double bo
Double bo
Order for
Date 17/12

The amount of Entry Fee ... £ 5 : 0 : 0
Special ... £ 85 : 3 : 0
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When applied for, - 3 SEP. 1929
When received, 30.9.29
LIVERPOOL - 3 SEP. 1929

Committee's Minute
Assigned
CERTIFICATE WRITTEN
+ L.M.C. 8:29.
J.L.C.L.
Elec. Light.

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