

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 24 Apr 1926

Date of writing Report 23-4-1926 When handed in at Local Office 23-4-1926 Port of Middlesbrough
 No. in Survey held at Middlesbrough Date, First Survey 19th Aug 1925 Last Survey 23-4-1926
 Reg. Book. 40766 on the Steel Screw Steamer "ROBERT L HOLT" (Number of Visits 50)
 Built at South Bank By whom built Smiths Dock Co Ltd Yard No. 822 Tons { Gross 2909
 Engines made at South Bank By whom made Smiths Dock Co Ltd Engine No. 290 when made 1926
 Boilers made at Hartlepool By whom made Richardsons Westgarth Boiler No. D164 when made 1926
 Registered Horse Power Owners John Holt & Co (Liverpool) Port belonging to Liverpool
 Nom. Horse Power as per Rule 256 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Liverpool to West Coast of Africa

ENGINES, &c.—Description of Engines Inverted Triple Expansion Revs. per minute 69
 Dia. of Cylinders 21½ - 35 - 59 Length of Stroke 39 No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 11.14 as fitted 11½ Crank pin dia. 11½ Crank webs Mid. length breadth 18½ Mid. length thickness 7 Thickness parallel to axis 7 Thickness around eye-hole 5
 Intermediate Shafts, diameter as per Rule 10.6 as fitted 10½ Thrust shaft, diameter at collars as per Rule 11.14 as fitted 11½
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 11.98 as fitted 12¼ Is the { tube } shaft fitted with a continuous liner { screw } Yes
 Bronze Liners, thickness in way of bushes as per Rule .66 as fitted 16 Thickness between bushes as per Rule .49 as fitted 2 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 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 fit
 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 No Length of Bearing in Stern Bush next to and supporting propeller 4'-10"
 Propeller, dia. 16'-6" Pitch 15'-9" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 83.8 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3¼ Stroke 22 Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3¼ Stroke 22 Can one be overhauled while the other is at work Yes
 Feed Pumps { No. and size One 7"x5"x8" How driven Steam Pumps connected to the Main Bilge Line { No. and size One @ 7"x8"x8" One @ 6"x4¼"x6" How driven Steam
 Ballast Pumps, No. and size One 7"x8"x8" Lubricating Oil Pumps, including Spare Pump, No. and size
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 3 @ 2½ 1 @ 2¼ Tunnel suction
 In Holds, &c. No 1 Hold 2 @ 2½ Nos 2 & 3 2 @ 3¼ No 4 Hold 2 @ 2½
 No 5 Hold 2 @ 2½

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 6" 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 are carried through the bunkers None How are they protected
 What pipes pass through the deep tanks 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 5) Total Heating Surface of Boilers 4233 sq. ft.
 Is Forced Draft fitted No No. and Description of Boilers 2 single ended Working Pressure 180 lbs
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 1 Screw shaft complete 1 Propeller 2 Bottom end bolts & nuts 2 Top end bolts & nuts 2 chain bearing bolts & nuts 1 set coupling bolts & nuts 1 set each of Bilge & Feed pump valves 1 cut of iron plate ½ cut of assorted iron bars 50 assorted bolts & nuts 6 Boiler tubes 20 Condenser tubes 2 safety valve springs 1 impeller & shaft for circulating pump

The foregoing is a correct description,
 FOR SMITH'S DOCK COMPANY, L^d

J. D. Stevens

Manufacturer.

Engine Works Manchester



© 2019

Lloyd's Register
 Foundation

W211-0083

1915.
Aug 19. Sep. 17. 18. 24. 28. Oct 1. 5. 8. 19. 23. 27. 31. Nov. 11. 26. Dec. 2. 4. 9. 10. 14. 16. 21. Jan 5. 6. 18. 16. 20. 27. 30. Feb. 10. 12. 16.

1916.
Jan 5. 6. 18. 16. 20. 27. 30. Feb. 10. 12. 16.

During progress of work in shops - - - 17. 18. 20. 22. 25 Mar 2. 4. 8. 11. 16. 22 Apr 9. 12. 13. 18. 19. 20. 22. 23.

During erection on board vessel - - -

Total No. of visits 50

Dates of Survey while building

Dates of Examination of principal parts—Cylinders	21-12-25	Slides	21-12-25	Covers	21-12-25
Pistons	16-12-25	Piston Rods	8-10-25	Connecting rods	8-10-25
Crank shaft	27-10-25	Thrust shaft	27-10-25	Intermediate shafts	27-10-25
Tube shaft	✓	Screw shaft	27-10-25	Propeller	16-12-25
Stern tube	18-2-26	Engine and boiler seatings	16-2-26	Engines holding down bolts	8-3-26
Completion of pumping arrangements	23-4-26	Boilers fixed	17-2-25	Engines tried under steam	23-4-26
Main boiler safety valves adjusted	23-4-26	Thickness of adjusting washers	P 5/16 P 5/16 S 5/16 S 5/16		
Crank shaft material	Ingot Steel	Identification Mark	1218	Thrust shaft material	Ingot Steel Identification Mark 1220
Intermediate shafts, material	Ingot Steel	Identification Marks	1219. A. B. & C.	Tube shaft, material	✓ Identification Mark -
Screw shaft, material	Ingot Steel	Identification Mark	1221	Steam Pipes, material	S.D. Steel Test pressure 540 lbs Date of Test 15-4-26
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	S.S. JONATHAN C. HOLT.		

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 approved plans & rules of this Society. The materials and workmanship are good, the machinery has been properly fitted and secured on board the vessel, and on completion tried under steam and found satisfactory. The safety valves have been adjusted under steam and tested for accumulation. In my opinion, the machinery of this vessel is eligible to have the record of LMC 4.26 in the Register Book.

Note: This vessel is fitted with Electric Light and Wireless.

It is submitted that this vessel is eligible for THE RECORD. + LMC 4.26. CL.

Handwritten signature and date
26/4/26

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 ...	£ 4 : 0	When applied for,	23.4.26
Special ³ / ₈ Fee ...	£ 38 : 1	When received,	1.5.26
Donkey Boiler Fee ...	£ :		
Travelling Expenses (if any) £	:		

Arthur W. Oxford & W. H. Roberts
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
TUES. 27 APR 1926
+ L.M.C. 4.26
Ch.