

# 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 19<sup>th</sup> Aug 1925 Last Survey 23-4-1926  
 Reg. Book. (Number of Visits 50)  
 40766 on the Steel Screw Steamer "ROBERT L HOLT" Tons { Gross 2909 Net 1681  
 Built at South Bank By whom built Smiths Dock Co Ltd Yard No. 822 When built 1926  
 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 760 Ltd 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 18¼ Thickness parallel to axis 7  
 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 shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule .66 as fitted 1/16 Thickness between bushes as per Rule .49 as fitted 1/2 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 Movable 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" x 5" x 8" How driven Steam Pumps connected to the Main Bilge Line { No. and size One @ 7" x 8" x 8" One @ 6" x 4¼" x 6" How driven Steam  
 Ballast Pumps, No. and size One 7" x 8" x 8" 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"

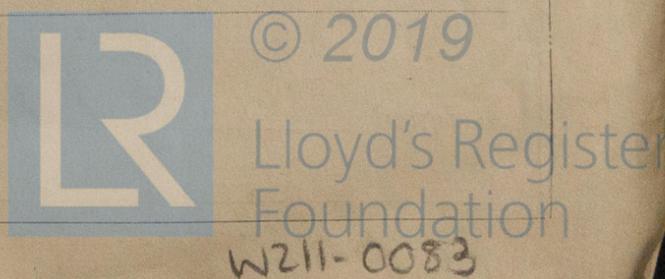
**Main Water Circulating Pump Direct Bilge Suctions, No. and size One 6"** Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 4"  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 Are the Bilge Suctions in the Machinery Space led 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<sup>d</sup>  
 J. D. Stevens  
 Manufacturer.



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, 1916. Jan 5, 6, 15, 16, 20, 27, 30, Feb. 10, 12, 16, 17, 18, 20, 22, 25, Mar 2, 4, 8, 11, 16, 22, Apr 9, 12, 13, 15, 19, 20, 22, 23.

Dates of Survey while building  
 During progress of work in shops - - -  
 During erection on board vessel - - -  
 Total No. of visits 50

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 P S S P S S  
 5" 5" 5" 5" 5" 5" 5"  
 16 16 16 16 16 16 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 L.M.C. 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. + L.M.C. 4.26. CL.

Arthur W. Oxford  
 26/4/26

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

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

Committee's Minute

TUES. 27 APR 1926

Assigned

+ L.M.C. 4:26  
 Ch.

CERTIFICATE WRITTEN



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