

Rpt. 4.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

 Inl. 40622
 No. 30275

Received at London Office

1 FEB 1930

Date of writing Report 19 When handed in at Local Office 31 JAN 1930 Port of Sunderland.
 No. in Survey held at Sunderland. Date, First Survey 14 May '29 Last Survey 27 Jan 1930
 Reg. Book. on the S.S. "HOLME. FORCE" (Number of Visits 42)
 Built at Goole. By whom built Messrs The Goole Ship Co. Ltd. Yard No. Gross Tons Net Tons
 Engines made at Sunderland. By whom made Messrs MacColl & Pollock Ltd. Engine No. 367 When built 1930
 Boilers made at Sunderland. By whom made Messrs MacColl & Pollock Ltd. Boiler No. 367 when made 1930
 Registered Horse Power Owners West Coast Shipping Co. Ltd. Port belonging to Whitehaven
 Nom. Horse Power as per Rule 144. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes
 Trade for which Vessel is intended General Cargo Purposes.

ENGINES, &c.—Description of Engines Triple Expansion Compound. Revs. per minute 84.
 Dia. of Cylinders 16"-27"-44" Length of Stroke 30" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 8.38" as fitted 8.34" Crank pin dia. 8.34" Crank webs Mid. length breadth 12 1/4" Thickness parallel to axis 3 5/8"
 Intermediate Shafts, diameter as per Rule Reduced to 8 1/4" on Thrust. Thrust shaft, diameter at collars as per Rule 8.38" as fitted 8.34"
 Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 8.98" as fitted 9 1/4" Is the tube screw shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 57" as fitted 9 1/16" Thickness between bushes as per Rule 43" as fitted 12" 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
 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 Yes
 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 31"
 Propeller, dia. 12'6" Pitch 10'6" No. of Blades 4 Material whether Moveable No. Total Developed Surface 47.6 sq. feet
 Feed Pumps worked from the Main Engines, No. 2. Diameter 2 1/2" Stroke 16" Can one be overhauled while the other is at work Yes
 Bilge Pumps worked from the Main Engines, No. 2. Diameter 2 1/2" Stroke 16" Can one be overhauled while the other is at work Yes
 Feed Pumps No. and size One 7 1/2" x 5" x 5" Pumps connected to the Main Bilge Line No. and size See Ballast Pump How driven Steam How driven
 Ballast Pumps, No. and size One 6 1/2" x 8 1/2" 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 Two - 2 1/4" dia. & One 2"
 In Holds, &c. One 3" Four Hold. Pout. One 3" Four Hold. Stacked.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4 1/2"
Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One 3" 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
 What pipes pass through the deep tanks Have they been tested as per Rule
 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record (5)) Total Heating Surface of Boilers 2625 sq. ft.
 Is Forced Draft fitted No. No. and Description of Boilers 2. S.E. Marine Type Working Pressure 180 lbs/sq. in.
 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 Main Boilers Yes 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:— 2 Main Bearing bolts and nuts 2 Top End bolts and nuts 2 Bottom End bolts and nuts 1 Set coupling bolts and nuts 24 assorted Bolts and nuts 1 Set each of Feed and Bilge pump Valves and seats 1 Safety Valve Spring 1 Main & Aux. feed check Valve 1 Cut. plate 1 Cut. iron Bar

 The foregoing is a correct description,
 PER PRO MACCOLL & POLLOCK LTD.

J. H. Pollard

Manufacturer.



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Lloyd's Register
Foundation

W984-0322

Dates of Survey while building
 During progress of work in shops - - - 1929. May. 14. June. 5. 7. 11. 19. 20. 28. July. 2. 4. 10. 12. 16. 19. 24. 26. Aug. 1. 12. 16. 19. 23. 27. Sep. 3. 13. 19. 26. Oct. 4. 16. 21. Nov. 6. 8. 13. 18. 21. 25. Dec. 2. 1930. Jan. 4. 15. 17. 20. 23. 24. 27.
 During erection on board vessel - - -
 Total No. of visits 42

Dates of Examination of principal parts—Cylinders H.P. 8MP. 19.8.29. L.P. 23.8.29. Slides H.P. 4.10.29. M.P. 8L.P. 9.10.29. Covers L.P. 8MP. 19.7.29. H.P. 19.8.29.
 Pistons 12.7.29. Piston Rods 12.8.29. Connecting rods 24.7.29.
 Crank shaft (Leith) 6.8.29. Thrust shaft 19.9.29. Intermediate shafts None.
 Tube shaft ✓ Screw shaft 25.11.29. Propeller 4.10.29.
 Stern tube 18.11.29. Engine and boiler seatings 17.1.30. Engines holding down bolts 20.1.30.
 Completion of fitting sea connections (Gooli). Hull Surveyors. 18.12.29.
 Completion of pumping arrangements 27.1.30. Boilers fixed 17.1.30. Engines tried under steam 27.1.30.
 Main boiler safety valves adjusted 27.1.30. Thickness of adjusting washers Port. $5 \frac{1}{32}$ Stamped $5 \frac{1}{32}$
 Crank shaft material Seimens Steel Identification Mark 335.EE. Thrust shaft material Seimens Steel Identification Mark 5655.A.C.
 Intermediate shafts, material ✓ Identification Marks L Tube shaft, material ✓ Identification Mark L
 Screw shaft, material Seimens Steel Identification Mark 5656.MC. Steam Pipes, material Copper Test pressure 360 lb/sq. Date of Test 18.12.29 (H.H.E.)
 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 No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. The Engines and Boilers of this Vessel have been built under Special Survey, and the materials and workmanship are good. On completion the machinery was tried under a full head of steam with satisfactory results.

The Machinery of this Vessel as now seen, is in a good and efficient condition, and eligible in my opinion to have the Notation \star L.M.C. 1.30 marked in red. in the Society's Register Book.

It is submitted that
 this vessel is eligible for
 THE RECORD.

Date 1.30 CL.

J.H. 25/2/30

The amount of Entry Fee ... £ 3 : 0 :
 Special ... £ 36 : 0 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 24 JAN. 1930
 When received, 1.3.30

Matthew Caldwell.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 4. MAR 1930

Assigned

+ Lmb. 1.30 CL

CERTIFICATE WRITTEN



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