

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report

19

When handed in at Local Office

24 APR 1924

Received at London Office

WFO. 30 APR 1924

Port of

LIVERPOOL

No. in Survey held at

ELLESMERE PORT

Date, First Survey

1<sup>st</sup> Oct / 21

Last Survey

24<sup>th</sup> 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

Gross

Net

When built 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

CAMELL LAIRD &amp; 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, &amp;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

Dia. of Crank pin

Crank webs

Mid. length

If shrunk

Thickness parallel to axis

Diameter of Thrust shaft under collars

as per rule

Diameter of Tunnel shaft

as per rule

Diameter of Screw shaft

as per rule

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

Yes

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

Yes

Is an approved appliance fitted at the after end of the shaft to permit

of it being efficiently lubricated

Yes

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.

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

Are two independent means arranged for circulating water through the Oil Cooler

Yes

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, &amp;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

Yes

Is it fitted with a watertight door

Yes

worked from

## MAIN BOILERS, &amp;c.—(Letter for record

S)

Total Heating Surface of Boilers

952 sq feet

Is Forced Draft fitted

Yes

No. and Description of Boilers

One cylindrical Multitubular SB

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?

Yes

## 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)

2 " " " " (bottom end)

2 Main bearing bolts and nuts

1 set coupling bolts and nuts

6 gauge planes

1 valve and seat for check valve

1 set feed pump valves

1 set air pump valves

1 set circulating pump valves

1 doz condenser females

1 gauge for main bearing

The foregoing is a correct description,

J. M. Scott

Manufacturer.



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Lloyd's Register  
Foundation

003106-003115-0143



1921 - Oct. 6. Nov. 17. - 1922 Jan. 22. - 1924 Feb. 28. March 7. 21. 1926. April 2. 8. 11. 12.

During progress of work in shops - - 15. 24.

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits 16.

Dates of Examination of principal parts - Cylinders

Covers 17.3.24. Pistons 19.3.24. Slides 19.3.24.

Connecting rods 19.3.24. Crank shaft 19.3.24. Thrust shaft 19.3.24.

Tunnel shafts 19.3.24. 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 Sgr." & 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.

30/4/24

The amount of Entry Fee ... £ 2 : 0 : 0 When applied for, 24 APR 1924

Special ... £ 3 : 16 : 0

Donkey Boiler Fee ... £ ✓ : ✓ : ✓

Travelling Expenses (if any) £ 2 : 16 : 0

John Dykes & J. L. Leister. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 29 APR 1924

Assigned + L.M.C 4.24. C.L. 30.4.24

