

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Date of writing Report 24.9.33 When handed in at Local Office 2 OCT. 1933 Port of Sunderland  
 No. in Survey held at Sunderland Date, First Survey 30 Mar Last Survey 27 Sep. 1933  
 Reg. Book S/S "COLONEL CROMPTON" (Number of Visits 3037)  
 Built at Sunderland By whom built S.P. Austin & Sons Yard No. 324 Tons { Gross 1495  
 { Net 844  
 When built 1933  
 Made at Sunderland By whom made J. Dickinson & Sons Ltd Engine No. 913 when made 1933  
 Made at Sunderland By whom made J. Dickinson & Sons Ltd Boiler No. 913 when made 1933  
 Rated Horse Power 158 Owners London Power Co Ltd Port belonging to London  
 Horse Power as per Rule 158 Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted Yes  
 for which Vessel is intended

Engines, &c.—Description of Engines Inverted Triple Expansion Revs. per minute 150  
 of Cylinders 14"-28"-46" Length of Stroke 33" No. of Cylinders 3 No. of Cranks 3  
 shaft, dia. of journals as per Rule 9.309 Crank pin dia. 9 1/2" Mid. length breadth 18 1/4" Thickness parallel to axis 5 1/8"  
 as fitted 9 1/2" Crank webs 5 7/8" Mid. length thickness 5 7/8" Thickness around eye-hole 4 3/16"  
 Immediate Shafts, diameter as per Rule none Thrust shaft, diameter at collars as per Rule 9.309  
 as fitted none as fitted 9 1/2"  
 Shafts, diameter as per Rule none Screw Shaft, diameter as per Rule 0.6" Is the none shaft fitted with a continuous liner Yes  
 as fitted none as fitted 10 1/4" as fitted 0.45"  
 Liners, thickness in way of bushes as per Rule 5/8" Thickness between bushes as per Rule 5/8" Is the after end of the liner made watertight in the  
 as fitted 5/8" as fitted 5/8" 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  
 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  
 Liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after  
 the tube shaft no. Length of Bearing in Stern Bush next to and supporting propeller 3'-6"  
 Propeller, dia. 13'-3" Pitch 13'-6" No. of Blades 4 Material Bronze whether Movable no. Total Developed Surface 57 sq. feet  
 Pumps worked from the Main Engines, No. 2 Diameter 23/4" Stroke 16 1/2" Can one be overhauled while the other is at work Yes  
 Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 16 1/2" Can one be overhauled while the other is at work Yes  
 No. and size one 5 1/2" x 3 1/2" x 5" Pumps connected to the Main Bilge Line { No. and size one 9" x 11" x 10"  
 How driven Steam How driven Steam  
 At Pumps, No. and size one 9" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size ✓  
 Independent means arranged for circulating water through the Oil Cooler  
 Pumps:—In Engine and Boiler Room 2 @ 2 1/2" (P.R.S.) in Engine Room Suctions, connected to both Main Bilge Pumps and Auxiliary  
 ds, &c. Fore hold 2 @ 2 1/2" (P.R.S.) aft hold 2 @ 3" (P.R.S.) 1 @ 2 1/2" aft-well.

Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 3 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 d size 1 @ 3 1/2" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 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  
 Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plate Yes Are the Overboard Discharges above or below the deep water line above  
 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  
 Pipes pass through the bunkers Hold bilge suction How are they protected wood casings  
 Pipes pass through the deep tanks Fore hold bilge suction Have they been tested as per Rule Yes  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 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  
 tment to another Yes Is the Shaft Tunnel watertight none Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 2668 sq  
 Forced Draft fitted no. No. and Description of Boilers 1 S.S. Working Pressure 200 lbs/sq  
 1 REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
 1 DONKEY BOILER FITTED? Yes so, is a report now forwarded? Yes  
 INS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes  
 (If not state date of approval)  
 eaters ✓ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements ✓

RE GEAR. State the articles supplied:—  
one Cast iron Propeller, 2 bottom end bolts &  
to, 2 top end bolts & nuts, 2 main bearing bolts & nuts, one set of  
coupling bolts & nuts, 2 feed Pump valves, 2 bilge Pump valves,  
main Check valve lid, 1 auxiliary Check valve lid, 13 plain tubes  
boiler, 50 Condenser flanges, 6 fund ring studs & nuts, 1 set air Pump  
nuts, 6 Condenser tubes, one set ballast Pump valves, one set donkey  
d valves, 1/2 Cwt. assorted iron plate, 1/2 Cwt. assorted iron bars,  
assorted bolts & nuts.

The foregoing is a correct description,

S. Dickinson

Manufacturer.



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Lloyd's Register  
Foundation

003029 003037 0035



1933. Mar. 30. Apr. 21. 26. May. 3. 10. 15. 18. 30. June 6. 8. 13. 27. 29. July. 4. 5. 6. 12. 17.  
Aug. 1. 11. 14. 16. 21. 23. 29. 30. 31. Sep. 4. 5. 6. 8. 11. 12. 13. 14. 18. 27.  
During progress of work in shops --  
Dates of Survey while building  
During erection on board vessel --  
Total No. of visits 37.

Dates of Examination of principal parts—Cylinders March 30. Apr. 16. June 6. 13. Slides 14. 8. 33. Covers 14. 8. 33.  
Pistons 11. 8. 33. Piston Rods 11. 8. 33. Connecting rods 24. 6. 33.  
Crank shaft May 3 July 5. Thrust shaft 24. 6. 33. Intermediate shafts ✓  
Tube shaft ✓ Screw shaft Aug. 1. 11. 21. Propeller 21. 8. 33.  
Stern tube 24. 6. 33. Engine and boiler seatings 24. 6. 33. Engines holding down bolts 11. 9. 33.

Completion of fitting sea connections 4. 4. 33.  
Completion of pumping arrangements 18. 9. 33. Boilers fixed 6. 9. 33. Engines tried under steam 18. 9. 33  
Main boiler safety valves adjusted 18. 9. 33. Thickness of adjusting washers P. 5/16" S. 5/16"

Crank shaft material Steel Identification Mark LLOYDS 9245 N.H.F. 5. 4. 33 Thrust shaft material Steel Identification Mark LLOYDS 9254 N.H.F. 24. 6. 33  
Intermediate shafts, material ✓ Identification Marks S. 4. 33 Tube shaft, material ✓ Identification Mark 24. 6. 33  
Screw shaft, material Steel Identification Mark LLOYDS 9271 N.H.F. 11. 8. 33 Steam Pipes, material S.D. Steel Test pressure 600 lb/sq. in. Date of Test 8. 9. 33.

Is an installation fitted for burning oil fuel 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.)

This machinery has been built under Special Survey in accordance with the Rules of the Society.  
The materials & workmanship are good.  
The machinery has been securely fitted on board the vessel & tried under steam with satisfactory results & is eligible in my opinion, to have notation L.M.C. 9. 33, T.S (CL) in the Register Book.

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The amount of Entry Fee ... £ 3 : - : When applied for, 2 OCT 1933  
Special ... £ 39 : 10 : : When received, 4. 10. 1933  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
Committee's Minute TUE. 10 OCT 1933  
Assigned + L.M.C. 9. 33  
C.L. CERTIFICATE WRITTEN  
Lloyd's Register Foundation  
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