

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

9 FEB 1926

Date of writing Report

19

When handed in at Local Office - 8 FEB 1926

Port of

Sunderland

No. in Survey held at

Sunderland

Date, First Survey

Sep. 16

Last Survey

3rd 7th

1926

Reg. Book.

8744 in on the new steel S.S. DEMETERTON

Built at

Sunderland

By whom built

Short Bros Ltd

Yard No. 422

Tons

Gross 5251

Net 3244

When built 1926

Engines made at

Sunderland

By whom made

J. Dickinson & Son Ltd

Engine No. 882

when made 1926

Boilers made at

Sunderland

By whom made

J. Dickinson & Son Ltd

Boiler No. 882

when made 1926

Registered Horse Power

Owners

Carlton S. S. Co Ltd

Port belonging to Newcastle

Nom. Horse Power as per Rule

363

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders

25" 41" 68"

Length of Stroke

48"

Revs. per minute

65

No. of Cylinders

3

No. of Cranks

3

Dia. of Crank shaft journals

as per rule

13.1445

Dia. of Crank pin

13 3/4"

Crank webs

Mid. length breadth

26 3/8"

shrunk

Thickness parallel to axis

8 5/8"

Diameter of Thrust shaft under collars

as per rule

13.1445

Diameter of Tunnel shaft

as per rule

12.55

Diameter of Screw shaft

as per rule

13.984

Is the Screw shaft

as fitted

14 3/4"

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 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

5' 3"

Diameter of Propeller

14' 6"

Pitch of Propeller

14' 0"

No. of Blades

4

State whether Moveable

No

Total Surface

98

square feet.

No. of Feed Pumps fitted to the Main Engines

2

Diameter of ditto

4"

Stroke

24"

Can one be overhauled while the other is at work

Yes

No. of Bilge Pumps fitted to the Main Engines

2

Diameter of ditto

4 1/2"

Stroke

24"

Can one be overhauled while the other is at work

Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps

Two - 4" x 9 1/2" x 21" Feed Pps One 4 1/2" x 5" x 6" General Service

No. and size of Pumps connected to the Main Bilge Line

One 9" x 11" x 10" Ballast pump

No. and size of Ballast Pumps

One 9" x 11" x 10"

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

Yes

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

Yes

No. and size of suctions connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

3 @ 3" dia

and in Holds, &c.

For Hold 2 @ 3" dia

For main hold and cross bunkers

2 @ 3 1/2" dia

Aft main hold

2 @ 3" dia

Aft hold

2 @ 3" dia

Tunnel Well no @ 2 1/4"

No. and size of Main Water Circulating Pump Bilge Suctions

One @ 8" dia

No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges

One @ 5" 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

Forward Hold Suctions

How are they protected

Under Limber Boards

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 Top platform

MAIN BOILERS, &c.—(Letter for record (S))

Total Heating Surface of Boilers

5806 sq. ft.

Is Forced Draft fitted

No

No. and Description of Boilers

Two single ended marine type

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

Yes

Main Boilers

Yes

Auxiliary Boilers

Yes

Donkey Boilers

Yes

General Pumping Arrangements

Yes

Oil fuel Burning Piping Arrangements

Yes

SPARE GEAR. State the articles supplied:—

One C.I. Propeller One Propeller shaft

2 Top end bolts and nuts, 2 Connecting rod bottom end bolts and nuts
 2 Main bearing bolts, 1 Set of Coupling bolts, 1 Set of feed and bilge pump
 valves, A quantity of assorted bolts and nuts, Iron of various sizes.

The foregoing is a correct description,

For

John Dickinson & Sons, Limited.

Manufacturer.

Director.

W383-0188



© 2020

Lloyd's Register
Foundation

1925 Sep. 16, 18, 23, Oct. 2, 12, 15, 20, Nov. 2, 5, 6, 9, 12, 25, 26, 27, Dec. 1, 2, 8.
During progress of work in shops -- 21, 28, 29, 30, 31.
Dates of Survey while building During erection on board vessel -- 1926. Jan. 6, 9, 11, 12, 13, 14, 18, 21, 22, 25, 27, 28, 29, Feb. 1, 2, 3.
Total No. of visits 40

Dates of Examination of principal parts - Cylinders 30-12-25 Slides 8-12-25
Covers 9-11-25 Pistons 21-12-25 Rods 28-12-25
Connecting rods 30-12-25 Crank shaft 8-12-25 Thrust shaft 6-1-26
Tunnel shafts 6-1-26 Screw shaft Working 11-1-26 Spare 21-1-26 Propeller 9-1-26
Stern tube 18-1-26 Engine and boiler seatings 25-1-26 Engines holding down bolts 25-1-26
Completion of pumping arrangements 25-1-26 Boilers fixed 28-1-26 Engines tried under steam 29-1-26
Completion of fitting sea connections 29-12-25 Stern tube 21-1-26 Screw shaft and propeller 22-1-26
Main boiler safety valves adjusted 29-1-26 Thickness of adjusting washers Pt. B4: $\frac{5}{16}$ " $\frac{3}{8}$ " Star B4 $\frac{5}{16}$ " $\frac{3}{8}$ "
Material of Crank shaft Ingot Steel Identification Mark on Do. LLOYDS No. 4086 G.A. 8-12-25
Material of Thrust shaft Ingot Steel Identification Mark on Do. LLOYDS No. 7439 G.A. 6-1-26
Material of Tunnel shafts Ingot Steel Identification Marks on Do. LLOYDS No. 7459, 7461, 7462, 7460 G.A. 6-1-26
Material of Screw shafts Scrap Iron Identification Marks on Do. LLOYDS No. 4024 G.A. 21-1-26
Material of Steam Pipes Lap Welded Wrought Iron Test pressure 540 lbs. Date of Test 14-1-26, 18-1-26, 27-1-26
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 No. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
The materials and workmanship are good.
The machinery has been constructed under special survey and is eligible in my opinion for classification in the Society's Register B with the record of + L.M.C. 2-26

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 2.26. CL.

AMS JWD
11/2/26

The amount of Entry Fee ... £ 5 : - :
Special ... £ 79 : 9 :
Donkey Boiler Fee ... £ 7 : 2 :
Travelling Expenses (if any) £ : :
When applied for, 15 Feb. 1926
When received, 9.2.26

George Anderson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12 FEB 1926
Assigned + L.M.C. 2.26 C.L.