

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 4 JAN 1928

Date of writing Report 19 When handed in at Local Office 13 JAN. 1928 Port of Sunderland

No. in Survey held at Sunderland Date, First Survey 20 Aug 27 Last Survey 5 Jan 1928
Reg. Book. 42754 on the S.S. "STONEGATE" (Number of Visits 38)

Built at Sunderland By whom built W^m Doxford and Sons L^{td} Yard No. 585 Tons Gross 5044 Net 3107
When built 1928

Engines made at Sunderland By whom made John Dickinson & Sons L^{td} Engine No. 890 when made 1928

Boilers made at Sunderland By whom made John Dickinson & Sons L^{td} Boiler No. 890 when made 1928

Registered Horse Power Owners Turnbull & Scott Shipping Co L^{td} Port belonging to London

Nom. Horse Power as per Rule 602 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended General Cargo.

ENGINES, &c.—Description of Engines Single Screw Triple Expansion Revs. per minute 72

Dia. of Cylinders 27" - 45" - 75" Length of Stroke 51" No. of Cylinders 3 No. of Cranks 3
Crank shaft, dia. of journals as per Rule 14.196" Crank pin dia. 14 3/8" Crank webs Mid. length breadth 27 3/8" Thickness parallel to axis 9 1/4" as fitted 14 3/8" Mid. length thickness 9 1/4" shrunk Thickness around eye-hole 6 3/8"

Intermediate Shafts, diameter as per Rule 13.52" Thrust shaft, diameter at collars as per Rule 14.196" as fitted 13 5/8" as fitted 14 3/8"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 15.02" Is the screw shaft fitted with a continuous liner? Yes

Bronze Liners, thickness in way of bushes as per Rule .712" Thickness between bushes as per Rule .534" Is the after end of the liner made watertight in the propeller boss? 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 Oil Gland or other appliance fitted at the after end of the tube shaft? Yes

Propeller, dia. 18' 0" Pitch 16' 6" No. of Blades 4 Material Bronze whether Moveable No Total Developed Surface 102 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 25 1/2" Can one be overhauled while the other is at work? Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 5" Stroke 25 1/2" Can one be overhauled while the other is at work? Yes

Feed Pumps No. and size 2 - Wiggins 8" x 10 1/2" x 20" Pumps connected to the Main Bilge Line No. and size 1 - 9" x 11" x 10" + Main Eng Bilge Pumps How driven Steam

Ballast Pumps, No. and size 1 - 9" x 11" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler? Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Eng Room 2 @ 3 1/2" Dia, Boiler Room 2 @ 3 1/2" Dia.

In Holds, &c. No 1 Hold 2 @ 3 1/2" Dia, No 2 Hold 2 @ 3 1/2" Dia, Deep Tanks 2 @ 3 1/2" Dia, No 3 Hold 2 @ 3" Dia, aft Hold Well 1 @ 3 1/2" Dia, Tunnel Well 1 @ 3" Dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8" Dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 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 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? None

What pipes pass through the deep tanks? None 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 top platform?

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 9261 sq. ft.

Is Forced Draft fitted? Yes No. and Description of Boilers Three Single ended Marine type Working Pressure 180 lbs/sq. in.

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

Superheaters? Yes General Pumping Arrangements? Yes (with Ship Report) Oil fuel Burning Piping Arrangements? Yes

SPARE GEAR. State the articles supplied:—

One C.I. Propeller, One set of Coupling Bolts & Nuts, Two Main Bearing Bolts & Nuts, Two Top end Bolts & Nuts, Two Bottom end Bolts & Nuts, Two Feed Pump Valves, Two Bilge Pump Valves, 100 assorted Bolts & Nuts, 12 Gauge Glasses, 50 condenser Terminals, 3 Bars Assorted Iron, 1 Propeller Shaft (with continuous lines), 3 Condenser Tubes, 6 Plain Boiler Tubes, 1 cut Steel Plate, 1 Safety Valve Spring, 3 Patent Tube Stoppers, 3 Common Tube Stoppers, 6 Trunk Piping Bolts & Nuts, 2 Main Check Valve Sids, 2 Donkey Check Valve Sids, 6 Cylinder Cover Studs & Nuts, 50 Assorted Brass & Steel Studs & Nuts, 1 set of Air Pump Valves, 2 Ballast Pump Valves, 2 Auxiliary Pump Valves.

The foregoing is a correct description.

John Dickinson & Sons, Limited.

J. Dickinson

Manufacturer.

Director



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W443-0281

1927. Aug. 20. Sep. 20, 27. Oct. 3, 5, 6, 7, 11, 13, 14, 19, 20, 24, 25, 27, 31. Nov. 2, 3, 4, 7, 10, 11, 14, 16, 22, 23, 24.
 25, 28. Dec. 1, 2, 6, 9, 21, 28, 29. 1928. Jan. 4, 5.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 38

Dates of Examination of principal parts - Cylinders 19-10-27 Slides 23-11-27 Covers 2-11-27
 Pistons 10-11-27 Piston Rods 4-11-27 Connecting rods 31-10-27
 Crank shaft 20-10-27 Thrust shaft 11-11-27 Intermediate shafts 22-11-27
 Tube shaft ✓ Screw shaft Working 22-11-27. Spars 1-12-27 Propeller Working 16-11-27. Spars 6-12-27.
 Stern tube 24-11-27 Engine and boiler seatings 2-12-27 Engines holding down bolts 29-12-27
 Completion of fitting sea connections 25-10-27
 Completion of pumping arrangements 29-12-27 Boilers fixed 4-1-28. Engines tried under steam 29-12-27.
 Main boiler safety valves adjusted 29-12-27 Thickness of adjusting washers S.F. 1/32" S.A. 1/32" C.P. 1/32" C.S. 1/4" P.F. 1/16" P.A. 5/16" LLOYDS N° 845.D.
 Crank shaft material Ingot Steel Identification Mark A.T.G. 20-10-27 Thrust shaft material Ingot Steel Identification Mark A.T.G. 11-11-27
 Intermediate shafts, material Ingot Steel Identification Marks See below Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material Ingot Steel Identification Mark A.T.G. 22-11-27 Steam Pipes, material Solid Drawn Steel Test pressure 540 lbs/sq. in. Date of Test 19-12-27
 Is an installation fitted for burning oil fuel No A.T.G. 1-12-27 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 satisfactorily fitted in the vessel, and is eligible in my opinion for classification and the notation
 ✕ L.M.C. 1, 28.

Intermediate Shafts Identification Marked No 2, LLOYDS N° 572, No 3, 20, No 4, 3373, No 5, 1334, No 6, 3371, No 7, 3372. A.T.G. 22-11-27.

It is submitted that this vessel is eligible for THE RECORD. + LMC 1. 28. FD. CL.

[Signature]
 19/1/28.
 A. T. Griffith.
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 6 : : When applied for,
 Special ... £ 105 : 2 : 10 Jan 1928
 Donkey Boiler Fee ... £ 8 : 10 : : When received,
 Travelling Expenses (if any) £ : : : 12 Jan 1928

Committee's Minute

FRI. 20 JAN 1928

Assigned

[Signature]
 F.D. Cl.

CERTIFICATE WRITTEN



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SUNDERLAND.

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