

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

13 JAN. 1928

Port of Sunderland

Date of writing Report

19

When handed in at Local Office

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)

Tons Gross 5044

Net 3107

When built 1928

Built at Sunderland By whom built Wm Doxford and Sons Ltd

Yard No. 585

Engines made at Sunderland By whom made John Dickinson & Sons Ltd

Engine No. 890

when made 1928

Boilers made at Sunderland By whom made John Dickinson & Sons Ltd

Boiler No. 890

when made 1928

Registered Horse Power

Owners Turnbull & Scott Shipping Co Ltd

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" 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 15.02" Is the tube shaft fitted with a continuous liner? Yes

as fitted 15 5/8" as fitted 15 5/8"

Bronze Liners, thickness in way of bushes as per Rule 7.12" Thickness between bushes as per Rule 5.34"

as fitted 13 1/2" aft 2 1/2" fore 2 1/2" as fitted 23 3/2" 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

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 Length of Bearing in Stern Bush next to and supporting propeller 5' 3"

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-Wing 8" x 10 1/2" x 22" Pumps connected to the No. and size 1-9" x 11" x 10" Main Bilge Pumps

How driven Steam Main Bilge Line 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 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 1/2" Dia,

aft Hold Wall 1 @ 3 1/2" Dia, Tunnel Wall 1 @ 3 1/2" 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

What pipes pass through the deep tanks None 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 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

(If not state date of approval)

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

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 Tank Ring 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 Aux Feed Pump Valves.

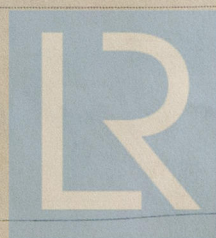
The foregoing is a correct description.

John Dickinson & Sons, Limited.

J. Dickinson

Manufacturer.

Director



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Lloyd's Register
Foundation

W443-0281

1927. Aug. 20. Sep. 20, 27. Oct. 2, 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, 19, 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. Spare 1-12-27 Propeller Working 16-11-27. Spare 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".
 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 54 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 No 872, 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.

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

Assigned

FRI. 20 JAN 1928

CERTIFICATE WRITTEN



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