

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

-4 DEC 1926

Date of writing Report

19

When handed in at Local Office

-3 DEC. 1926

Port of

Sunderland

No. in Survey held at

Date, First Survey 28th May '23Last Survey 2nd Dec 1926

Reg. Book.

91306 on the

S.S. "USWORTH."

(Number of Visits 44)

Tons Gross 3535

Net 2189

When built 1926

Built at

Sunderland

By whom built

John Blumer & Co Ltd

Yard No. 257

Engines made at

Sunderland

By whom made

John Dickenson & Co Ltd

Engine No. 873

when made 1926

Boilers made at

Sunderland

By whom made

John Dickenson & Co Ltd

Boiler No. 873

when made 1926

Registered Horse Power

Owners Dalgluish Strm Shpg Co Ltd

Port belonging to Newcastle.

Nom. Horse Power as per Rule 301

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders 24"-40"-65" Length of Stroke 42" Revs. per minute 65 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 12.42" 12.26" as fitted 12.2" Dia. of Crank pin 12.2" Crank webs Mid. length breadth 22.2" shrunk Thickness parallel to axis 2.2"
 Diameter of Thrust shaft under collars as per rule 12.42" 12.26" as fitted 12.2" Diameter of Tunnel shaft as per rule 11.829" 11.68" as fitted 11.8" Diameter of Screw shaft as per rule 13.39" 13.65" as fitted 13.2" 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 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

If two liners are fitted, is the shaft lapped or protected between the liners Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated Length of Stern Bush 4'-6" Diameter of Propeller 16'-6" square feet.

Pitch of Propeller 16'-0" No. of Blades 4 State whether Moveable No Total Surface 83 square feet.

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/4" Stroke 21" 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" Stroke 21" Can one be overhauled while the other is at work Yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps One 6"x4"x6" Manual Service Pump, One 6"x4"x6" No. and size of Pumps connected to the Main Bilge Line One Ballast Pump 8"x8"x8" Duplex

No. and size of Ballast Pumps One - 8"x8"x8" Duplex No. and size of Lubricating Oil Pumps, including Spare Pump Are two independent means arranged for circulating water through the Oil Cooler No. and size of suction connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 4 @ 3" dia No 1 Hold 2 @ 3" dia No 2 Hold 2 @ 3 1/2" dia No 3 Hold 2 @ 3" dia No 4 Hold One @ 2 1/2" dia No 4 Hold 2 @ 3" dia Tunnel Well One @ 2 1/2" dia

No. and size of Main Water Circulating Pump Bilge Suctions One @ 5" No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges One @ 4 1/2" 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 Yes 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 Top platform.

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 4690 sq. ft. Working Pressure 180 lbs.

Is Forced Draft fitted No No. and Description of Boilers 2- Single Ended 258

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 Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes (If not state date of approval)

General Pumping Arrangements Yes with Shm. ext. Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— 1 Set of Coupling Bolts & Nuts. 2 Main Bearing Bolts & Nuts. 2 Top End Bolts & Nuts. 2 Bottom End Bolts & Nuts.

1 Set of Feed Pump valves. 1 Set of Bilge Pump valves. 50 Assorted Bolts & Nuts for Engines & Boilers. 12 Gauge Glasses. 12 India Rubber rings for gauges. 6 Bars of Assorted iron. 3 Piston Junk Ring bolts and nuts. 3 Condenser Tubes. 2 Safety Valve Springs. 2 Check Valve Sids.

40 Assorted iron & brass studs & nuts. Iron of various sizes. 5 Plain Boiler Tubes. 3 Tube Stoppers (Patent.) 3 Tube Stoppers (Common.) 1 G. I. Propeller. 1 Propeller Shaft.

The foregoing is a correct description,
For

John Dickenson & Sons, Limited.

Manufacturer.

Director.



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Lloyd's Register
Foundation

1923. May 28 June 2 12 July 6 23 24 Feb 6 14 18 21 22 29 Mch 4 5 21 28
During progress of work in shops --
Apr 2 15 30 May 7 13 20 23 28 30 June 12 Dec 24 1925 Jan 22 1926 Oct 27 28
Dates of Survey while building
During erection on board vessel --
Nov 5 11 12 15 16 17 18 19 22 23 24 25 26 Dec 2
Total No. of visits 44

| | | | |
|---|---|--------------------------------|--|
| Dates of Examination of principal parts - Cylinders | Y-5-24 | Slides | 28-5-24 |
| Covers | Y-5-24 | Pistons | 20-5-24 |
| Connecting rods | 2-4-24 | Crank shaft | 30-4-24 |
| Tunnel shafts | 30-4-24 | Screw shaft | 27-2-24 |
| Stern tube | 30-5-24 | Engine and boiler seatings | 12-11-26 |
| Completion of pumping arrangements | 23-11-26 | Boilers fixed | 17-11-26 |
| Completion of fitting sea connections | 27-10-26 | Stern tube | 27-10-26 |
| Main boiler safety valves adjusted | 19-11-26 | Thrust shaft | 30-4-24 |
| Material of Crank shaft | Engt Steel | Propeller | 15-4-24 |
| Material of Thrust shaft | Engt Steel | Engines holding down bolts | 10-11-26 |
| Material of Tunnel shafts | Engt Steel | Engines tried under steam | 19-11-26 |
| Material of Screw shafts | SPARE Engt Steel WORKING Scrap Iron | Screw shaft and propeller | 27-10-26 |
| Material of Steam Pipes | S.D. Copper | Thickness of adjusting washers | (S.) F 13/32 A. 3/8 (P) F 13/32 A. 13/32 |
| Is an installation fitted for burning oil fuel | ✓ | Identification Mark on Do. | LL0YDS No 6619 L.C.D 30-4-24 |
| Have the requirements of the Rules for carrying and burning oil fuel been complied with | ✓ | Identification Mark on Do. | LL0YDS No 6619 L.C.D 30-4-24 |
| Is this machinery duplicate of a previous case | No | Identification Marks on Do. | LL0YDS No 6619 L.C.D 30-4-24 |
| General Remarks | (State quality of workmanship, opinions as to class, &c.) | | |
| | Test pressure | 360 lbs/sq" | Date of Test 23-5-24 & 11-11-26 |
| | Is the flash point of the oil to be used over 150°F. | ✓ | |
| | If so, state name of vessel | ✓ | |

The Engines and Boilers of this vessel have been built under Special Survey, and the workmanship and materials are good.

The machinery has been satisfactorily fitted on board the vessel, and tried under full working conditions with satisfactory results.

The machinery throughout is now in a good and efficient condition, and eligible in our opinion to have the notation

+ L.M.C. 12-26 & T.S.(CL) 12-26. marked in red in the Society's Register Book.

SUNDERLAND

Certificate to be sent to

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

| | | |
|------------------------------|------|-------------------|
| The amount of Entry Fee | £ 5 | When applied for, |
| Special | £ 70 | 3 25 Nov 1926 |
| Donkey Boiler Fee | £ | When received, |
| Travelling Expenses (if any) | £ | 30 Nov 1926 |

TUES. 7 DEC 1926

Committee's Minute

Assigned + L.M.C. 12-26
C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 12-26. CL.

7/12/26
A. T. Griffith
for L.C. Davis, J. Anderson & self
Engineer Surveyor to Lloyd's Register of Shipping.