

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 Sunderland Date, First Survey 28th May '23 Last Survey 2nd Dec 1926
 Reg. Book. 91306 on the S.S. "USWORTH," (Number of Visits 44)
 Built at Sunderland By whom built John Blumer & Co Ltd Yard No. 257 When built 1926
 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 301 Owners Dalglish 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 12.42 as per rule 12.26 as fitted 12.2 Dia. of Crank pin 12.2 Crank webs 11.829 Mid. length breadth 22.2 Thickness parallel to axis 4.2
 Diameter of Thrust shaft under collars 12.2 as per rule 12.42 as fitted 12.2 Diameter of Tunnel shaft 11.8 as per rule 11.68 as fitted 11.8 Diameter of Screw shaft 17.2 as per rule 13.39 as fitted 13.65 Thickness around eye-hole 4.4
 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 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 4-6" Diameter of Propeller 16-6"
 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 3.4 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 Ballcat 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 Yes
 Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 4 @ 3" dia and in Holds, &c. No 1 Hold 2 @ 3" dia
No 2 Hold 2 @ 3.2" dia No 3 Hold 2 @ 3" dia No 4 Hold One @ 2.2" dia
Tunnel Well One @ 2.2" dia. No 4 Hold 2 @ 3" dia.
 No. and size of Main Water Circulating Pump Bilge Suctions One @ 5" No. and size of Donkey Pump Direct Suctions Yes
 to the Engine Room Bilges One @ 4.2" 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
 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.
 Is Forced Draft fitted No No. and Description of Boilers 2- Single Ended 258 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 - with sketch Oil fuel Burning Piping Arrangements Yes

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.

Water Cap
Tons
70
111

1.3.9.12
7.11.19.5
5.6.12
el. 23.0
sits 10

The foregoing is a correct description,
For

John Dickenson & Sons, Limited.

Manufacturer.

W. H. Dickinson
Director.



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Lloyd's Register
Foundation

W605-501.2

1923. May 28 June 2 12 July 6 23 24 Feb 6 14 18 21 22 29 March 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 4-5-24 Slides 28-5-24
 Covers 4-5-24 Pistons 20-5-24 Rods 20-5-24
 Connecting rods 2-4-24 Crank shaft 30-4-24 Thrust shaft 30-4-24
 Tunnel shafts 30-4-24 Screw shaft 27-2-24 Propeller 15-4-24
 Stern tube 30-5-24 Engine and boiler seatings 12-11-26 Engines holding down bolts 10-11-26
 Completion of pumping arrangements 23-11-26 Boilers fixed 17-11-26 Engines tried under steam 19-11-26
 Completion of fitting sea connections 27-10-26 Stern tube 27-10-26 Screw shaft and propeller 27-10-26
 Main boiler safety valves adjusted 19-11-26 Thickness of adjusting washers (S.) F. 13/32 A. 3/8 (P.) F. 13/32 A. 13/32
 Material of Crank shaft Ingot Steel Identification Mark on Do. LLOYDS No 6619 L.C.D. 30-4-24
 Material of Thrust shaft Ingot Steel Identification Mark on Do. LLOYDS No 6619 L.C.D. 30-4-24
 Material of Tunnel shafts Ingot Steel Identification Marks on Do. LLOYDS No 6619 L.C.D. 30-4-24
 Material of Screw shafts SPARE Ingot Steel WORKING Scrap Iron Identification Marks on Do. SPARE WORKING LLOYDS No 3297 L.C.D. 2-7-24
 Material of Steam Pipes S.D. Copper Test pressure 360 lbs/sq" Date of Test 23-5-24 & 11-11-26
 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.)

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 Books.

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

[Signature]
 7/12/26
 for L.C. Davis, G. Anderson & A. T. Griffith, self & G. S. Little.
 Engineer Surveyor to Lloyd's Register of Shipping.

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

Committee's Minute
 Assigned + L.M.C. 12-26
 C.L.

CERTIFICATE WRITTEN.

SUNDERLAND.

