

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

24 JAN 1925

Date of writing Report

19

When handed in at Local Office

22/1/

1925 Port of

Middlesbrough

No. in Survey held at

Stockton-on-Tees

Date, First Survey

15th Sept. 1924

Last Survey

20-1-

1925

Reg. Book.

S/S "Peterston"

(Number of Visits)

Gross

4680

SUPP

Built at

Sunderland

By whom built

Messrs Bartram & Co Ltd

Yard No.

2378

Tons

Net

2797

Engines made at

Stockton

By whom made

Messrs Blair & Co

Engine No.

1962

When built

1925

Boilers made at

Stockton

By whom made

Messrs Blair & Co

Boiler No.

1962

when made

1925

Registered Horse Power

✓

Owners

Langorne S/S Co. Ltd

Port belonging to

London

Nom. Horse Power as per Rule

451

Is Refrigerating Machinery fitted for cargo purposes

E. Thomas Radcliffe & Co. Mgrs

Is Electric Light fitted

468

ENGINES, &c.—Description of Engines

Triple Expansion

Dia. of Cylinders 27-44½-73 Length of Stroke 48 Revs. per minute 62 No. of Cylinders 3 No. of Cranks 3

Dia. of Crank shaft journals as per rule 14.03 as fitted 14.5 Dia. of Crank pin 15" Crank webs Mid. length breadth 24½ x 9½ shrunk Thickness parallel to axis 9½

Diameter of Thrust shaft under collars as per rule 14.03 as fitted 15" Diameter of Tunnel shaft as per rule 13.36 as fitted 14 Diameter of Screw shaft as per rule 14.89 as fitted 15¼ 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 in one length 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 tight fit

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 no Length of Stern Bush 5'-6" Diameter of Propeller 18" 6"

Pitch of Propeller 18'-9" No. of Blades 4 (Barney) State whether Movable no Total Surface 100 sq. feet

No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 7½" Stroke 34" Can one be overhauled while the other is at work yes

No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 5" Stroke 34" Can one be overhauled while the other is at work yes

Total number and size of power driven Feed and Bilge Auxiliary Pumps 1 Bilge 8" x 9" x 8" 6ft : 2 feed 7½" x 5½" x 8" 6ft

No. and size of Pumps connected to the Main Bilge Line One 8" x 9" x 8" 6ft

No. and size of Ballast Pumps (2) - 8" x 9" x 8" + 10" x 12" x 12" No. and size of Lubricating Oil Pumps, including Spare Pump none

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 3 @ 3" and in Holds, &c. each held 2 @ 3"

tunnel well 2¼"

No. and size of Main Water Circulating Pump Bilge Suctions one @ 8" No. and size of Donkey Pump Direct Suctions

to the Engine Room Bilges one @ 4½" 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 Ford Suctions How are they protected curved through Bilges

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 See Hull Report it filled with a watertight door yes worked from top platform

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 7650 sq. ft

Is Forced Draft fitted no No. and Description of Boilers 3 single ended 35B 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?

PLANS. Are approved plans forwarded herewith for Shafting Main Boilers yes Auxiliary Boilers Donkey Boilers (40 sent to Sunderland for Comp)

General Pumping Arrangements With Hull Report Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: 2 Con Rod Top end bolts. 2 Con Rod Bot end bolts.

2 main bearing bolts. one set of coupling bolts. one set of feed

and bilge pump valves. one set of piston springs. A quantity of assorted

bolts and nuts. Screw Shaft, Propeller, 6 boiler tubes, 3 condenser

tubes. 2 main and two donkey feed check valves. 2 safety valve springs.

The foregoing is a correct description,

BLAIR & CO., LIMITED.

H. P. Hamilton

Manufacturer.

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Lloyd's Register
Foundation

008773-008777-0172

1924. 1. 15. 18. 22. 26. 29. Oct. 2. 6. 10. 13. 14. 16. 17. 20. 23. Nov. 4. 11. 13. 17. 19. 20. 21. 24. 26. 27. Dec. 2. 4. 10. 12. 15.
 1925. 1. 17. 18. 31. Jan. 6. 8. 9. 12. 13. 16. 19. 20.
 Sld: 24/ Nov. 25. Dec. 8 25/ Jan. 26. 27. Feb. 10. 12. 16. 26. 27
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits. ~~44~~ 50

Dates of Examination of principal parts - Cylinders 11-11-24 Slides 19-11-24
 Covers 11-11-24 Pistons 11-11-24 Rods 19-11-24
 Connecting rods 21-11-24 Crank shaft 24-11-24 Thrust shaft 16-10-24
 Tunnel shafts 6.13.20.24/11/24 & 2/12/24 Screw shaft 10-12-24 Propeller 10-12-24
 Stern tube 4-11-24 Engine and boiler seatings 22-12-24 Engines holding down bolts 12-1-25
 Completion of pumping arrangements 20-1-25 Boilers fixed 12-1-25 Engines tried under steam 20-1-25
 Completion of fitting sea connections 25-11-24 (Sld) Stern tube 25-11-24 (Sld) Screw shaft and propeller 10-12-24
 Main boiler safety valves adjusted 185-lbs Thickness of adjusting washers 3/8"
 Material of Crank shaft Forged ingot steel Identification Mark on Do. 7029-N
 Material of Thrust shaft do Identification Mark on Do. 7029-N
 Material of Tunnel shafts do Identification Marks on Do. 7029-N
 Material of Screw shafts Forged scrap iron Identification Marks on Do. 7392. 10-12-24. WM.
 Material of Steam Pipes S.D. Copper (1/4" THICK) Test pressure 400 lbs Date of Test 8/9-1-25.
 Is an adaptation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓
 Have 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 machinery of this vessel has been constructed under Special Survey, the materials and workmanship are good, the boilers were tested by hydraulic pressure, the engines, main boilers and auxiliaries were examined under steam and found satisfactory.
 In our opinion the vessel will be eligible for notation of + LMC with date, when the donkey boiler has been efficiently secured in position, pipes to same connected, easing gear fitted and its safety valves adjusted under steam. See our letter to Sunderland Surveyors attached.

Note.- Electric light installation will be completed at Sunderland;

The Donkey Boiler has now been efficiently secured in position, pipes to same connected, easing gear fitted & safety valves adjusted under steam and in my opinion the vessel is eligible for notation of + L.M.C 2-25.

The amount of Entry Fee ... £ 5 : - :
 Special ... £ 92 : 13 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :

G. Anderson.
 Wm Morrison & W.H. Roberts
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 13 MAR 1925
 Assigned + Lmb 2.25-
 C.L.