

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

30 JUL 1954

Date of writing Report 29-7-54 When handed in at Local Office 29-7-54 Port of West Hartlepool
 No. in Survey held at West Hartlepool Date, First Survey 20th March, 1953, Last Survey 21st July, 1954.
 Reg. Book 48523 on the S.S. "STANPOOL" (Number of Visits 109) Tons ^{Gross} 4351 _{Net} 4241
 Built at West Hartlepool By whom built Wm Gray & Co. Ltd. Yard No. 1266 When built 1954
 Engines made at West Hartlepool By whom made Ben Mar & Wks. (Wm Gray & Co. Ltd.) Engine No. 1266 When made 1954
 Boilers made at West Hartlepool By whom made Ben Mar & Wks. (Wm Gray & Co. Ltd.) Boiler No. 1266 When made 1954
 Registered Horse Power MN 558 Owners Stanhope S.S. Co. Ltd. Port belonging to London
 Nom. Horse Power as per Rule MN 558 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.
 Trade for which vessel is intended Open Sea Service

ENGINES, &c.—Description of Engines Triple Expansion with L.P. Exhaust Turbine ✓ Revs. per minute 81.5 ✓
 Dia. of Cylinders 22" 37" 65" Length of Stroke 48" ✓ No. of Cylinders Three ✓ No. of Cranks Three ✓
 Crank shaft, dia. of journals as per Rule 12.65" Crank pin dia. 14" ✓ Crank webs Mid. length breadth 20 1/2" Thickness parallel to axis 8 5/8"
as fitted 14" Crank webs shrunk Thickness around eye-hole 6 1/8"
as per Rule 13" Mid. length thickness 8 5/8" Thrust shaft, diameter at collars as per Rule 13.65"
as fitted 14 1/4" Thrust shaft, diameter at collars as fitted In L.P. Turbine
 Intermediate Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 15.15"
as fitted as fitted 15 3/4" Is the screw shaft fitted with a continuous liner Yes ✓
as fitted as fitted 15 3/4" Is the screw shaft fitted with a continuous liner Yes ✓
 Bronze Liners, thickness in way of bushes as per Rule 25" Thickness between bushes as per Rule 21" Is the after end of the liner made watertight in the Yes ✓
as fitted 32" as fitted 32" Is the after end of the liner made watertight in the Yes ✓
 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 In one length
 If the liner does not fit tightly 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 Yes ✓
 If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 5'-3" ✓
 Propeller, dia. 18'-0" ✓ Pitch 16'-0" No. of Blades 4 ✓ Material M. Bronze whether Moveable No. Total Developed Surface 105 ✓ sq. feet
 Main Engines, No. None ✓ Diameter - Stroke - Can one be overhauled while the other is at work - ✓
 Auxiliary Engines, No. None ✓ Diameter - Stroke - Can one be overhauled while the other is at work - ✓
 Main Bilge Line No. and size 2 Main & 1 Harbour 9 1/2" x 7" x 21" Pumps connected to the Main Bilge Line (No. and size Ballast 200 T/H: Aux. bilge 100 T/H: Bilge 40 T/H.)
 How driven All steam ✓ How driven All steam ✓
 Lubricating Oil Pumps, No. and size One Duplex 9" x 11" x 10" (200 T/H) Lubricating Oil Pumps, including Spare Pump, No. and size Two each 9" x 8" x 18"
 Are two independent means arranged for circulating water through the Oil Cooler Yes ✓ Suctions, connected both to Main Bilge Pumps and Auxiliary
 In Engine and Boiler Room 3" P.S. Eng Rm: 2 1/2" P.S. Bl. Rm: 2 1/2" P. Thrust recs: 2-2" boiler dams: 2 1/2" Tunnel well
 Pump Room In Holds, &c. 3" P.S. in Nos. 1, 2, & 3 Holds: 6" P.S. Deep Tanks: 1
2 1/2" P.S. No. 3 UPPER: 3" P.S. in Nos. 4 & 5 Holds ✓

Water Circulating Pump Direct Bilge Suctions, No. and size One 11" dia. P. side of Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges, 3" P.S. 5" S. Eng Room ✓ 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 Yes ✓
 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 Below ✓
 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 ✓
 How are they protected -
 How are they protected -
 Have they been tested as per Rule Yes through Pipe Tunnel P.S. ✓
 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 Upper E.L. casing

HEATING SURFACES, &c.—(Letter for record -) Total Heating Surface of Boilers 7,851 sq. ft. + 3180 sq. ft. Superh. ✓
 Are all Boilers fitted with Forced Draft All Which Boilers are fitted with Superheaters All
 and Description of Boilers 3 Single End Multitubular ✓ Working Pressure 250 lbs/sq. in. ✓
 A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 A DONKEY BOILER FITTED? No. If so, is a report now forwarded? -
 Can the donkey boiler be used for other than domestic purposes -

APPROVED PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -
 (If not state date of approval)
 Superheaters - General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.
 Is the spare gear required by the Rules been supplied Yes
 Is the principal additional spare gear supplied -

The foregoing is a correct description.
 FOR THE CENTRAL MARINE ENGINE WORKS
 (W. Gray & Co. Ltd.)

J.H. Dunlop
 GENERAL MANAGER

Manufacturer.



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Lloyd's Register Foundation
010283-010288-0055

24/8/54

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits.....

1953. March 20. June 1. 26. July 8. 31. Aug. 20. 25. 28. Sept. 7. 9. 18. 24. 25. 28. Oct. 14. 1954. Jan. 5. 7. 11. 12. 13. 14. 18. 20. 21. 22. 25. Feb. 1. 5. 10. 16. 18. 19. 23. 25. 26. March 3. 4. 5. 8. 9. 10. 11. 12. 15. 16. 17. 18. 19. 22. 25. 26. 29. 30. 31. April 2. 5. 6. 7. 8. 9. 14. 15. 21. 22. May 3. 5. 12. 13. 14. 17. 20. 24. 26. 28. 31. June 2. 3. 4. 8. 9. 10. 14. 15. 17. 18. 20. 21. 22. 23. 24. July 5. 12. 14. 21.

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Dates of Examination of principal parts—Cylinders 25. 2. 54 etc. Slides 1. 2. 54 etc. Covers 1. 2. 54 etc.

Pistons 9. 3. 54. Piston Rods 12. 3. 54. Connecting rods 9. 3. 54.

Crank shaft 31. 4. 53. Thrust shaft In. L.P. turbine Intermediate shafts 3. 3. 54 etc.

Tube shaft - Screw shaft 14. 11. 53 & 18. 3. 54. Propeller 22. 3. 54.

Stern tube 22. 3. 54. Engine and boiler seatings 12. 5. 54. Engines holding down bolts 12. 5. 54.

Completion of fitting sea connections 4. 3. 54.

Completion of pumping arrangements 14. 4. 54. Boilers fixed 23. 6. 54. Engines tried under steam At sea. 21. 4. 54.

Main boiler safety valves adjusted 23. 6. 54. Thickness of adjusting washers Port. P. 5" S 32 Spt 5" : 6. 23. 13 Spt 11" : Star. P. 11" S 32 Spt 5" : 6. 23. 13 Spt 11" : 32. 6. 23. 13 Spt 11" : 32.

Crank shaft material S.M. Ingot Steel Identification Mark LL'S NO. 1379 AB. 31. 7. 53 Thrust shaft material - Identification Mark -

Intermediate shafts, material S.M. Ingot Steel Identification Marks INITIALS & DATES. Tube shaft, material - Identification Mark -

Screw shaft, material S.M.S.S Identification Mark KF. 27. 53 Steam Pipes, material M. Steel Test pressure 500 lbs/sq" Date of Test 4. 1. 54 etc.

Is an installation fitted for burning oil fuel Yes. Is the flash point of the oil to be used over 150° F. Yes.

Have the requirements of the Rules for the use of oil as fuel been complied with Yes.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No. If so, have the requirements of the Rules been complied with -

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with Not desired

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 referred to herein has been constructed and installed under Special Survey in accordance with the Rules of the Society, Approved Plans, and Secretary's letters.

The material and workmanship are good.

On completion, the main and auxiliary machinery, steering gear, & windlass, were examined under working conditions, both alongside quay, and under full power at sea, with satisfactory results, and is eligible in our opinion for classification with the Records of + LMC 7. 54 / TS. CL : 3 SB (Spt) 250 lbs / Fitted for oil fuel 7. 54 Flash point above 150° F.

Construction 1917 BHP 50. 0. 0

Installation 2791 BHP 86. 0. 0

Boilers 122. 8. 0

For checking purposes £258. 8. 0

The amount of Entry Fee ... £ 258 : 8 : 0

Special ... £ : : 29-7-1954

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ : : 19

Abusler H.A. Wilson - Self

Engineer Surveyor to Lloyd's Register of Shipping

Date TUESDAY 24 AUG 1954

Committee's Minute + LMC 7. 54

3 SB. 250 lb. (Spt.)

CL.



10. 8. 54

Certificate to be sent to

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