

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office
NEWCASTLE-ON-TYNE.

of writing Report 19 When handed in at Local Office 29 DEC 1948 Port of 31 DEC 1948

in Survey held at HEBBURN ON TYNE Date, First Survey 30/12/47 Last Survey 26/11/48 19

g. Book 900 on the s.s. "STANROYAL" Tons { Gross 9026 Net 5637

ilt at HAMBURG By whom built DEUTSCHE SCHIFF- u- MSCHB. A.G. VULCAN No. ✓ When built 1929

gines made at HAMBURG By whom made VULCAN WERKE Engine No. ✓ When made 1929

ilers made at HAMBURG By whom made VULCAN WERKE Boiler No. ✓ When made 1929

gistered Horse Power 1430 = MN Owners STANHOPE S.S. CO. LD. Port belonging to LONDON

n. Horse Power as per Rule 1430 = MN Is Refrigerating Machinery fitted for cargo purposes YES Is Electric Light fitted YES

de for which vessel is intended

INES, &c.—Description of Engines 3 cyl. Triple Expansion with L.P. Exhaust Turbine } D.R. Gearing Through Hyd. Clutch. Revs. per minute 78

. of Cylinders 34 5/8 : 53 1/6 : 86 5/8 Length of Stroke 57 1/6 No. of Cylinders Three ✓ No. of Cranks Three ✓

nk/shaft, dia. of journals as per Rule 18 3/16 Crank pin dia. 47 18 9/16 Mid. length breadth 31 Thickness parallel to axis 11 7/16 ✓

as fitted 18 3/16 Crank webs Mid. length thickness 11 7/16 ✓ shrunk Thickness around eye-hole 9" ✓

Intermediate Shafts, diameter as per Rule 17 1/4 ✓ Thrust shaft, diameter at collars as per Rule 24 3/32 Ext. 17 1/4 Int. 10 L.P. Turbine

as fitted 17 1/4 ✓

Shafts, diameter as per Rule 18 3/4 ✓ Is the { tube } screw shaft fitted with a continuous liner { Yes ✓

as fitted 18 3/4 ✓

ize Liners, thickness in way of bushes as per Rule 1.0" Thickness between bushes as per Rule 1.0" Is the after end of the liner made watertight in the

as fitted 1.0" ✓

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 ✓

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 Tight fit ✓

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

No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 8'-0" ✓

propeller, dia. 20'-10" Pitch 19'-2 1/4" No. of Blades 4 Material Bronze whether Moveable Yes Total Developed Surface 131.15 sq. feet

d Pumps worked from the Main Engines, No. Diameter 6 1/2" Stroke 19 1/2" Can one be overhauled while the other is at work Yes

ge Pumps worked from the Main Engines, No. 2 ✓ Diameter 6 1/2" Stroke 19 1/2" Can one be overhauled while the other is at work Yes

ed } No. and size 2 Main: 15 3/4" x 11" x 23 5/8" ✓ Pumps connected to the { No. and size 2-6 1/2" x 19 1/2" : 1-14 1/8" x 26 1/2" : 1-9 1/4" x 12" : }

How driven All by Steam Main Bilge Line How driven M. Eng. Steam

last Pumps, No. and size One 11" x 14 1/8" x 26 1/2" ✓ Lubricating Oil Pumps, including Spare Pump, No. and size 2 Rotary gear type. Steam driven.

two independent means arranged for circulating water through the Oil Cooler Yes ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary

ge Pumps:—In Engine and Boiler Room 3-3 1/2" in E.R.: 2-3 1/2" in B.R.: 1-3 1/2" in Tunnel Well: 2" P & S in each Cofferdam:

Pump Room In Holds, &c. 3 1/2" P & S in each hold.

n Water Circulating Pump Direct Bilge Suctions, No. and size One 10" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size One 6" (Ballast Pump) Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes ✓

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

all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both ✓

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 ✓

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.

at Pipes pass through the bunkers None. How are they protected ✓

at pipes pass through the deep tanks None. Have they been tested as per Rule ✓

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes ✓

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

partment to another Yes Is the Shaft Tunnel watertight Yes ✓ Is it fitted with a watertight door Yes ✓ worked from

IN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 23,600 sq. feet. 24378 # (in below)

ich Boilers are fitted with Forced Draft ALL ✓ Which Boilers are fitted with Superheaters ALL ✓

and Description of Boilers S Single Ended Multitubular Working Pressure 206 lbs/sq. in ✓

A REPORT ON MAIN BOILERS NOW FORWARDED? Yes ✓

A DONKEY BOILER FITTED? No ✓ If so, is a report now forwarded? ✓

the donkey boiler be used for domestic purposes only Noted.

ANS. Are approved plans forwarded herewith for Shafting Main Boilers 12.1.48 Auxiliary Boilers ✓ Donkey Boilers ✓

(If not state date of approval)

Superheaters Noted. 12.1.48 General Pumping Arrangements Herewith Oil fuel Burning Piping Arrangements Herewith.

SPARE GEAR.

Is the spare gear required by the Rules been supplied

Yes ✓

Is the principal additional spare gear supplied

HS/6hr - coal = 300 w³ = 3229 #

Add for oil = 14.4 = 150 #

Total/6hr - oil = 3379 #

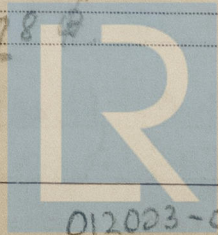
SFT/6hr = 1496 #

Total (SHE + SFT) = 24378 #

Corrected MN = 1468

Manufacturer.

The foregoing is a correct description.



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Foundation

012023-01200-0251

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - -
Total No. of visits

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

30.6.48

Thrust shaft

28.6.48

Intermediate shafts

28.6.48

Tube shaft

Screw shaft

10.10.48

Propeller

10.10.48

Stern tube

Engine and boiler seatings

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

23.11.48

Boilers fixed

Engines tried under steam

At Sea. 24.11.48

Main boiler safety valves adjusted

22 & 23/11/48

Thickness of adjusting washers

FP. S. 11/16" P. 31/32" P. 3/4" P. 1/2" P. 1/8" P. 1/16" ASS. 25/32" Spt. 7/32" Spt. 1/4" Spt. 31/32" Spt. 1/16" Spt. 1/32"

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Steel

Test pressure

450 lbs/sq"

Date of Test

31.3.48

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

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, etc.)

The Engine & Boilers of this vessel were

originally fitted in Germany in 1929 to Germanischer Lloyd class, and have at this time been opened out and examined & reconditioned, with a view to classification.

The vessel has at this time been fitted for oil fuel burning in accordance with approved plans & Secretary's letters and is eligible in my opinion to have the record LMC. 11.4 and notations of TS-CL 10.48 and "Fitted for oil fuel 11.48, Flash point above 150°F".

The amount of Entry Fee ... £ : : When applied for,
Special ... £ : : 19
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : : When received,
19

Committee's Minute

FRI 4 MAR 1949

Assigned

LMC 11.48

S(CR) 10.48

ABUSLEY
Engineer Surveyor to Lloyd's Register of Shipping.



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