

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

of writing Report 19... When handed in at Local Office **29 DEC 1948** Port of **NEWCASTLE-ON-TYNE**
 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 ✓ 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 **EM SEE BELOW**

INES, &c.—Description of Engines **3 cyl. Triple Expansion with L.P. Exhaust Turbine** } D.R. Gearing Through
 of Cylinders **34 5/8 : 53 1/16 : 86 5/8** Length of Stroke **57 1/16** No. of Cylinders **Three** ✓ No. of Cranks **Three** ✓ Revs. per minute **78**
 nk shaft, dia. of journals as per Rule ✓ as fitted **18 3/16** Crank pin dia. **4 1/8 9/16** Mid. length breadth **31** Thickness parallel to axis **11 7/16** ✓
 ermediate Shafts, diameter as per Rule ✓ as fitted **17 1/4** Crank webs Mid. length thickness **11 7/16** ✓ shrunk Thickness around eye-hole **9** ✓
 he Shafts, diameter as per Rule ✓ as fitted **18 3/4** ✓ Screw Shaft, diameter as per Rule ✓ as fitted **18 3/4** ✓ Is the {tube} shaft fitted with a continuous liner { **yes** ✓
 nze Liners, thickness in way of bushes as per Rule ✓ as fitted **1.0** Thickness between bushes as per Rule ✓ as fitted **1.0** Is the after end of the liner made watertight in the
 peller 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** ✓
 he 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** ✓
 wo liners are fitted, is the shaft lapped or protected between the liners **No** ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube
 If so, state type **No** ✓ Length of Bearing in Stern Bush next to and supporting propeller **8'-0"** ✓
 peller, 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 ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
 ge 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**
 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 1/16" x 12"** ✓
 nps } 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** ✓
 o 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" n.E.R. : 2-3 1/2" n.B.R. : 1-3 1/2" n Tunnel Well : 2" P+S in each Cofferdam :**
 Pump Room **In Holds, &c. 3 1/2" P+S in each hold.**

in 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
 apartment to another **Yes** ✓ Is the Shaft Tunnel watertight **Yes** ✓ Is it fitted with a watertight door **Yes** ✓ worked from **(in below)**

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 **5 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 **Noted.** ✓ Main Boilers **12.1.48** Auxiliary Boilers ✓ Donkey Boilers ✓
 herheaters **Noted.** 12.1.48 General Pumping Arrangements **Herewith** Oil fuel Burning Piping Arrangements **Herewith**

SPARE GEAR.

the spare gear required by the Rules been supplied **Yes** ✓
 the principal additional spare gear supplied

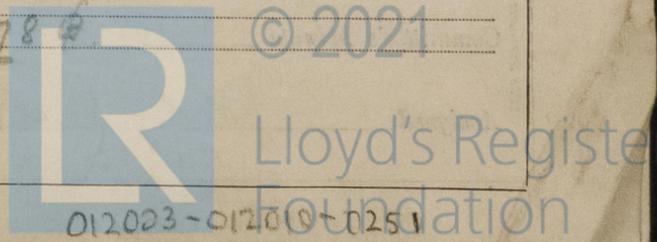
HS/blu - coal = 300 w³ = 3229 #
 Add for oil = 14.4 = 150 #
 Total/blu-oil = 3379 #
 sft/blu = 1496 #

Total (sft + soft) = 24378 #

Corrected MN = 1468

Manufacturer.

The foregoing is a correct description.



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

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, &c. 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".

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

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 4 MAR 1949

Assigned LMC 11.48
 S(CR) 10.48



Certificate to be sent to OWNERS DIRECT
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)