

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 16.11.1928

Date of writing Report 13.4.28 When handed in at Local Office 13.7.28 Port of MIDDLESBROUGH

No. in Survey held at SOUTH BANK ON TEES Date, First Survey 3rd Jan 1928 Last Survey 13. July 1928
Reg. Book. on the "STONEPOOL" (Number of Visits 4)

Built at SOUTH BANK By whom built Smiths Dock Co Ltd Yard No. 842. When built 1928
Engines made at do. By whom made Smiths Dock Co Ltd Engine No. 310 when made 1928

Boilers made at Hartlepool By whom made Richardson Westgate Co. Boiler No. D. 175 when made 1928.

Registered Horse Power Owners Pool Shipping Co. Port belonging to West Hartlepool

Nom. Horse Power as per Rule 506.6 507 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.

Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 62.
Dia. of Cylinders 26" 43" 71" Length of Stroke 48" No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.53 Crank pin dia. 14" Crank webs Mid. length breadth 22 1/2" Thickness parallel to axis 8 1/2" shrunk
as fitted 14" Mid. length thickness 8 1/2" Thickness around eye-hole 6 1/4"

Intermediate Shafts, diameter as per Rule 12.89" Thrust shaft, diameter at collars as per Rule 13.53" as fitted 13 1/4" as fitted 14"

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule 14.39" Is the shaft fitted with a continuous liner Yes.
as fitted 14" as fitted 15" Is the after end of the liner made watertight in the

Bronze Liners, thickness in way of bushes as per Rule 3/4" Thickness between bushes as per Rule 9/16" Is the after end of the liner made watertight in the
as fitted 13/16" as fitted 9/16" 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 Yes.

If 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 Yes.
If two liners are fitted, is the shaft lapped or protected between the liners Yes. Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft no. Length of Bearing in Stern Bush next to and supporting propeller 5'-7 1/2" Total Developed Surface 104 sq. feet

Propeller, dia. 18'-0" Pitch 17'-9" No. of Blades 4 Material Bronze whether Moveable Yes. Can one be overhauled while the other is at work Yes.

Feed Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work Yes.
Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/4" Stroke 28" Can one be overhauled while the other is at work Yes.

Feed Pumps No. and size 2-9 1/2" x 7" x 18" C.M.E.W. Pumps connected to the Main Bilge Line No. and size 1-9" x 10 1/2" x 10" Duplex; 1-7 1/2" x 5" x 6" G.S. Duplex.
How driven Steam How driven Steam

Ballast Pumps, No. and size 1-9" x 10 1/2" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler Yes. Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3-3" and 1-2 1/4" to Tunnel well.
In Holds, &c. No 1: 2-3"; No 2: 2-3 1/2"; No 3: 2-2 3/4"; No 4: 1-3 1/4"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1-6" Independent Power Pump Direct Suctions to the Engine Room Bilges,
No. and size 1-5" 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 both.

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 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 pass through the bunkers Forward Bilge Suctions How are they protected Wood ceiling
What pipes pass through the deep tanks Have they been tested as per Rule 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 Shaft Tunnel watertight Yes. Is it fitted with a watertight door Yes. worked from E.R. Steering Engine Flat.

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers 7651 sq. ft.
Is Forced Draft fitted Yes. No. and Description of Boilers 3 S.B. Working Pressure 180 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
IS A DONKEY BOILER FITTED? No. If so, is a report now forwarded? Yes.

PLANS. Are approved plans forwarded herewith for Shafting 14.10.27 Main Boilers Yes. Auxiliary Boilers Yes. Donkey Boilers Yes.
(If not state date of approval)

Superheaters General Pumping Arrangements 1.11.27. Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:— As per Rules + 1 tail shaft; 2 C.S. Propeller Blades; 1 set Air Pump
valves; 1/2 set Circulating Pump Valves; 2 main check valves; 2 donkey check valves; quantity
boiler tubes, condenser tubes, ferrules, fuelbars, bridge plates, baffles, gauge glass & packings.

The foregoing is a correct description,
FOR SMITH'S DOCK COMPANY, LTD

Engine Rm Manager

Manufacturer.



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Lloyd's Register
Foundation

W125-0105

1928
 During progress of work in shops -- Jan 3-25. Mar 19-20-22. Apr 4-16-17-23. May 1-5-9-10-11-15-17-18-19-20-23-30.
 Jun 4-5-6-7-8-11-13-14-18-19-21-22-26-28. Jul 3-4-5-9-10-13.
 Dates of Survey while building {
 During erection on board vessel ---
 Total No. of visits 41.

Dates of Examination of principal parts -- Cylinders 9.5.28 Slides 9.5.28 Covers 5.6.28
 Pistons 9.5.28 Piston Rods 23.5.28 Connecting rods 9.5.28
 Crank shaft 20.3.28 Thrust shaft 20.3.28 Intermediate shafts 5.6.28
 Tube shaft ✓ Screw shaft 5.6.28 Propeller 5.6.28
 Stern tube 19.5.28 Engine and boiler seatings 23.5.28 Engines holding down bolts 5.7.28
 Completion of fitting sea connections 23.5.28
 Completion of pumping arrangements 9.7.28 Boilers fixed 5.7.28 Engines tried under steam 13.4.28
 Main boiler safety valves adjusted 10.7.28 Thickness of adjusting washers Port 7/16" 3/8". Centre 9/16" 1/2". Star. 7/16" 1/2".
 Crank shaft material Steel Identification Mark CK. 28.12.27 Thrust shaft material Steel Identification Mark No 9080 A.O. 25.1.28
 Intermediate shafts, material Steel Identification Marks Nos 9081 167 LLOYDS 25.1.28 A.O. Tube shaft, material Steel Identification Mark ✓
 Screw shaft, material Steel Identification Mark No 6648 D 10.5.28 M.R. Steam Pipes, material Steel Test pressure 540 lbs Date of Test 28.6.28
 Is an installation fitted for burning oil fuel no. 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 materials and workmanship are good.
 This machinery has been built under special survey in accordance with the Rules and Approved Plan, securely fitted aboard and tested under working conditions with satisfactory results and is, in my opinion, eligible for class with record + L.M.C. 7.28.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 7.28 Cl. F.D.

J.S.A.
 18/7/28
 G.R.R.

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

The amount of Entry Fee ... £ 6-0-0 When applied for,
 Special ... £ 100-6-0 14.4.1928
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ : : 18.8.28

P. J. Mau.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + L. Mau. 4.28
 Cl. F.D.

