

on the Machinery of the Wood, Iron or Steel  
 Gross 226.6  
 Net 56.27  
 Nominal Horse Power 44

Vessel built at GREYMOUTH By whom GREYMOUTH DOCKYARD COMPANY  
 Engines made at MANCHESTER ENGLAND By whom MORRIS, HENTY & GARDNER  
 Boilers, when made (Main) (Donkey)



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All main engine piston cylinders, cylinder heads, crank shaft, main bearings, bottom ends, gudgeon pins and bearings, cam shafts, cam shaft gears, fuel pumps, thrust, clutch and intermediate shaft and bearings and stern gland were examined.

The following work was carried out on the main engines:-

Four sets of bottom ends remetalled, four new gudgeon pins and roller plates installed, lubricating oil pump eccentric sheave machined and remetalled, new valves and valve seats fitted on main engine circulating water pump, new timing gear fitted on main engine cam shaft, three cylinder heads holding down studs renewed on No.3 cylinder, two cylinder heads holding down studs renewed on No.2 cylinder, new rings fitted in H.P. and L.P. cylinder of main engine compressor, relief valves on all cylinder heads overhauled and ground in and tested to 750 lbs. and five new rings fitted to each main engine piston.

New set of big end bolts ordered from the engine makers are to be installed when they come to hand as present bolts may be fatigued.

All cylinder blocks, heads and connections descaled with descaling fluid. Thrust on main shaft was found to be forward 25/1000 and was shimmed up to correct clearance.

Bottom end remetalled and new rings fitted to H.P. cylinder on an auxiliary compressor. New pump shaft and new priming plunger fitted to general service pump. New liners fitted to circulating water pump on both Starboard and Port Auxiliaries. Tailshaft was withdrawn and the following wear down was observed 10/1000 forward, 12/1000 aft. Tailshaft seal ring was remetalled and grooved, the opposite facer ring was refaced and shimmed up to correct tightness.

Air receivers and air lines steamed out and tested to twice working pressure i.e. to 700 lbs.

One propeller blade showed a slight crack, this was 'veed' out to the bottom of crack and then welded.

All sea connections were examined and found in good order.

Windlass auxiliary was dismantled, examined and found in good order. Windlass was dismantled and the brake bands were found to be wasted, these were renewed. Both gipsies were found to be worn, these were reversed by changing Port to Starboard and Starboard to Port, so as to work on the unused faces. This work was done.

All storage and service tanks, their fittings and connections, were examined and found to be in good order.

Electrical equipment, motors, switchboard and fuses were examined and found in good order.

The main engines were then put to a running test and found to be satisfactory and ran with a clear exhaust.

The following exhaust temperatures were observed:-

No.1	Cylinder	420	degs.	Fah.
No.2	"	415	"	"
No.3	"	415	"	"
No.4	"	415	"	"



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Special Damage or Repair Fee (if any) £ :  
 Travelling expenses (if chargeable) £ :  
 Received by me, 24: 3: 19 48



Engineer Surveyor  
 SURVEYOR APPOINTED

APR 30 1948