

# REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

17 APR 1929

Date of writing Report 12-4-1929 When handed in at Local Office 16-4-1929 Port of NEWCASTLE-ON-TYNE  
 No. in Survey held at Jarrow Date, First Survey 22 Nov/28 Last Survey 8 April 1929  
 Reg. Book. 2138 SA on the S.S. "STANASFALT" (Number of Visits 29)  
 Built at Hebburn By whom built Palmers Co. Ltd. Yard No. 989 Tons { Gross 2224.34  
 Engines made at Jarrow By whom made Palmers Co. Ltd. Engine No. 989 Net 1328.6  
 Boilers made at Jarrow By whom made Palmers Co. Ltd. Boiler No. 989 When built 1929  
 Registered Horse Power 136 Owners Baltisch Amerikanische Petroleum Import Gesellschaft Port belonging to Danzig  
 Nom. Horse Power as per Rule 136 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

Dia. of Cylinders 14 1/2, 24, 39 1/2 Length of Stroke 27 No. of Cylinders 3 Revs. per minute 135  
 Crank shaft, dia. of journals as per Rule 7.56 Crank pin dia. 7 3/4 Crank webs Mid. length breadth 10 3/4 Thickness parallel to axis 4 3/4  
 as fitted 7.625 Mid. length thickness 4 3/4 shrunk Thickness around eye-hole 3 5/8  
 Intermediate Shafts, diameter as per Rule 7.2 Thrust shaft, diameter at collars as per Rule 7.56  
 as fitted 7.25 as fitted 8  
 Tube Shafts, diameter as per Rule - Screw Shaft, diameter as per Rule 7.99 Is the { tube } shaft fitted with a continuous liner { YES  
 as fitted - as fitted 8.25 { screw }  
 Bronze Liners, thickness in way of bushes as per Rule .539 Thickness between bushes as per Rule .404 Is the after end of the liner made watertight in the  
 as fitted .5625 as fitted .5 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 ✓  
 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 ✓  
 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 shaft No Length of Bearing in Stern Bush next to and supporting propeller 2' 11 1/8"  
 Propeller, dia. 9' 6" Pitch 8' 0" No. of Blades 4 Material BRONZE whether Moveable No Total Developed Surface 32 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work YES  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 15" Can one be overhauled while the other is at work YES  
 Feed Pumps { No. and size ONE 4 1/2 x 3 x 5, ONE 1 3/4 INJECTOR Pumps connected to the { No. and size 1 @ 7 x 8 1/2 x 8" Ballast pumps, main Eng pumps.  
 How driven STEAM Main Bilge Line { How driven STEAM  
 Ballast Pumps, No. and size 1 @ 7 x 8 1/2 x 8" DUPLEX Lubricating Oil Pumps, including Spare Pump, No. and size -  
 Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary  
 Bilge Pumps;—In Engine and Boiler Room 4 @ 2 1/2"  
 In Holds, &c. ✓

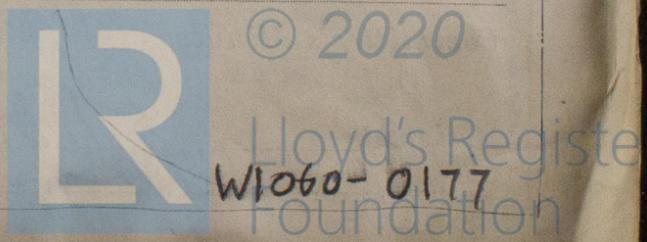
Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,  
 No. and size 1 @ 3 3/4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES  
 Are the Bilge Suctions in the Machinery Space led 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 NONE How are they protected ✓  
 What pipes pass through the deep tanks NONE Have they been tested as per Rule ✓  
 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 NONE Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 2218 sq. ft.  
 Is Forced Draft fitted YES No. and Description of Boilers 1 SE. MULTITUBULAR 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? ✓  
 PLANS. Are approved plans forwarded herewith for Shafting ✓ 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. State the articles supplied:—One solid CI propeller, one set of piston rings and springs, for each cylinder, 2 main bearing bolts and nuts, two top and bottom end bolts and nuts, one set of coupling bolts, one set of bilge pump valves and seats, one set of feed pump valves and seats, 150 assorted bolts and nuts, quantity of bar and sheet iron (assorted), a number of spare parts for auxiliary pumps, oil fuel unit, and superheaters.

The foregoing is a correct description,  
Palmers Shipbuilding & Iron Co., Ltd.  
N. Brown  
Manager, Engine Works

Manufacturer.



1928 Nov. 22. Dec. 18. 28. 1929 Jan 14. 15. 16. 23. 24. 28. 30. Feb. 4. 7. 8. 12. 19. 21. 26. 27.

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

Mar. 4. 7. 8. 11. 12. 13. 18. 21. 22. 27. Apr. 8.

29.

Dates of Examination of principal parts—Cylinders 23. 1. 29, 15/1/29 Slides 21. 2. 29 Covers 23. 1. 29  
 Pistons 23. 1. 29 Piston Rods 4. 2. 29 Connecting rods 21. 2. 29  
 Crank shaft 25. 12. 25, 16. 1. 29, 23. 1. 29 Thrust shaft 23. 1. 29, 8. 3. 29 Intermediate shafts 4. 2. 29  
 Tube shaft — Screw shaft 25. 2. 29 Propeller 11. 3. 29  
 Stern tube 27. 2. 29 Engine and boiler seatings 11. 3. 29 Engines holding down bolts 18/3/29  
 Completion of fitting sea connections 11. 3. 29  
 Completion of pumping arrangements 18. 3. 29 Boilers fixed 18/3/29 Engines tried under steam 21. 3. 29  
 Main boiler safety valves adjusted 21. 3. 29 Thickness of adjusting washers P.V.  $\frac{23}{64}$ , S.V.  $\frac{3}{8}$   
 Crank shaft material STEEL Identification Mark 989, 23/1/29, J.A. Thrust shaft material STEEL Identification Mark 325, 23/1/29, J.P.  
 Intermediate shafts, material STEEL Identification Marks 326, 23/1/29, J.P. Tube shaft, material STEEL Identification Mark 327, 23/1/29, J.P.  
 Screw shaft, material STEEL Identification Mark 324, 23/1/29, J.P. Steam Pipes, material STEEL Test pressure 540 LBS. Date of Test 12. 3. 29, 18. 3. 29  
 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 carrying and burning oil fuel been complied with YES  
 Is this machinery duplicate of a previous case — If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built under Special Survey, the materials and workmanship are good. Eligible in my opinion to have records in the Register Book of +L.M.C. 4. 29, C.L. fitted for oil fuel 4. 29, F.P. above 150°F.

It is submitted that this vessel is eligible for THE RECORD. — + L.M.C. 4. 29. C.L. F.D. Fitted for OIL FUEL 4. 29. F.P. above 150°F

Y. Kim  
 22. 4. 29

Newcastle-on-Tyne

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 ... £ 3 : 0 :  
 Special ... £ 34 : 0 :  
 Donkey Boiler Fee ... £ : :  
 Travelling Expenses (if any) £ : :  
 When applied for, 16 APR 1929  
 When received, 27. 5. 29

Thomas Napier  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 23 APR 1929 WED. 22 MAY 1929

Assigned

+ L.M.C. 4: 29 C.L. F.D.  
 Fitted for Oil Fuel 4. 29 F.P. above 150°F



TUE. 28 MAY 1929 © 2020

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