

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
Reg. Book.

Date, First Survey 22 Nov/28 Last Survey 8 April 1929

(Number of Visits 29.)

on the S.S. "STANASFALT"

Built at Hebburn

By whom built Palmers & Co. Ltd.

Yard No. 989

Tons { Gross 2224.34
Net 1328.6

Engines made at Jarrow

By whom made Palmers & Co. Ltd.

Engine No. 989

When built 1929

Boilers made at "

By whom made Palmers & Co. Ltd.

Boiler No. 989

when made 1929

Registered Horse Power

Owners Ballisch 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 14½, 24, 39½ Length of Stroke 27 No. of Cylinders 3 Revs. per minute 135

Crank shaft, dia. of journals as per Rule 7.56 as fitted 7.625 Crank pin dia. 7¾ Crank webs Mid. length breadth 10¾ Mid. length thickness 4¾ Thickness parallel to axis 4¾ Thickness around eye-hole 3½

Intermediate Shafts, diameter as per Rule 7.2 as fitted 7.25 Thrust shaft, diameter at collars as per Rule 7.56 as fitted 8

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 7.99 as fitted 8.25 Is the tube shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule 539 as fitted 5625 Thickness between bushes as per Rule 404 as fitted 5 Is the after end of the liner made watertight in the

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' 11½"

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 2¾ Stroke 15 Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 2¾ Stroke 15 Can one be overhauled while the other is at work YES

Feed Pumps No. and size ONE 4½ x 3 x 5 ONE 1¾ INJECTOR Pumps connected to the Main Bilge Line No. and size 1 @ 7" x 8½ x 8" Ballast pump, main Eng pumps. How driven STEAM How driven STEAM

Ballast Pumps, No. and size 1 @ 7" x 8½ 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 @ 2½

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 @ 3¾ 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

Is Forced Draft fitted YES No. and Description of Boilers 1 S.E. 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?

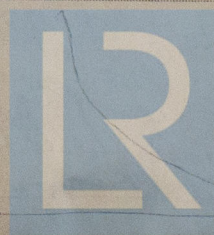
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers YES Auxiliary Boilers Donkey Boilers

Superheaters General Pumping Arrangements YES Oil fuel Burning Piping Arrangements YES

SPARE GEAR. State the articles supplied:—One solid C1 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.



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 Lloyd's Register
 Foundation
 W1060-0177

1928 Nov. 22 Dec. 18. 28. 1929 Jan 14. 15. 16. 23. 24. 28. 30. Feb. 4. 7. 8. 12. 19. 21. 26. 27.
Mar. 4. 7. 8. 11. 12. 13. 18. 21. 22. 27. Apr. 8.

Dates
of Survey
while
building

During progress of
work in shops - -

During erection on
board vessel - - -

Total No. of visits

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.L. Thrust shaft material STEEL Identification Mark 325, 23/1/29, J.L.
Intermediate shafts, material STEEL Identification Marks 326, 23/1/29, J.P. Tube shaft, material — Identification Mark —
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.R.M.

22. 4. 29

Newcastle-on-Tyne

Certificate to be sent to

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

CERTIFICATE WRITTEN:

TUE. 28 MAY 1929

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