Rpt. 4.

No. 32948

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office AUG 27 1940

Date of writing Report ..... 19.. When handed in at Local Office 12 Aug 19 40 Port of Sunderland

No. in Reg. Book. Surveyed held at Sunderland Date, First Survey 26 Jan Last Survey 7 Aug 1940 (Number of Visits 61)

on the S.S. "STANMORE" Tons { Gross ~~4500~~ 4970 Net 2881.

Built at Sunderland By whom built Wm Pickersgill & Sons Ld. Yard No. 243. When built 1940

Engines made at Sunderland By whom made G. Clark (1938) Ld. Engine No. 1218 When made 1940.

Boilers made at Sunderland By whom made G. Clark (1938) Ld. Boiler No. 1218. When made 1940.

Registered Horse Power ..... Owners Stanhope Steamship Co Ld. Port belonging to London.

Nom. Horse Power as per Rule 429 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 (Poppet Valves HP & MP R. Mt.) Revs. per minute 63.

Dia. of Cylinders 23½" - 38" - 66" Length of Stroke 45" No. of Cylinders 3. No. of Cranks 3.

Crank shaft, dia. of journals as per Rule 13.3" as fitted 13¾" Crank pin dia. 13¾" Crank webs Mid. length breadth 23¼" Mid. length thickness HP & LP 8⅜" MP 8¾" Shrunk Thickness parallel to axis HP & LP 8⅜" MP 8¾" Thickness around eye-hole JOURNAL 9⅜" CRANK PIN 6⅞"

Intermediate Shafts, diameter as per Rule 12.6¼" as fitted 13" Thrust shaft, diameter at collars as per Rule 13.3" as fitted 13¾"

Tube Shafts, diameter as per Rule ✓ as fitted ..... Screw Shaft, diameter as per Rule 14.14" as fitted 14¾" Is the {tube / screw} shaft fitted with a continuous liner { ✓ / Yes.

Bronze Liners, thickness in way of bushes as per Rule ..... as fitted ¾" Thickness between bushes as per Rule ..... as fitted 23/32" 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 one length.

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. If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 4'-11¾"

Propeller, dia. 18'-0" Pitch 14'-6" MEAN No. of Blades 4. Material Bronze whether Moveable No Total Developed Surface 115 sq. feet

Feed Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

Bilge Pumps worked from the Main Engines, No. 2. Diameter 4" Stroke 24" Can one be overhauled while the other is at work Yes.

Feed Pumps { No. and size 2 4"x9½"x21" How driven Steam. Pumps connected to the Main Bilge Line { No. and size 2 - 1 @ 10"x13"x12" 1 @ 4"x5"x8" How driven Steam

Ballast Pumps, No. and size 1 @ 10"x13"x12" 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 @ 3" in E.R. 1 @ 2½" Tunnel well.

In Pump Room ✓ In Holds, &c. No. 1. 3" prs. No. 2. 3½ prs. No. 2A 2½" prs. No. 3. 3" prs. No. 4. 3" prs.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4½" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 5" 2 @ 3" (included above) 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. Main below, auxiliaries

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 Fr. bilge Suctions How are they protected Wood Casings.

What pipes pass through the deep tanks ✓ 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 Yes. Is it fitted with a watertight door Yes. worked from E.R. Grating

MAIN BOILERS, &c.—(Letter for record S.) Total Heating Surface of Boilers Main 4940 & Aux. 1344. = 6317

Which Boilers are fitted with Forced Draft Both main. Which Boilers are fitted with Superheaters Both main.

No. and Description of Boilers 2 SB (Spt) Fol Aux. Working Pressure 220.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.

IS AN ~~DONKEY~~ AUX BOILER FITTED? Yes. If so, is a report now forwarded? Yes.

Can the donkey boiler be used for domestic purposes only

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

Superheaters Yes General Pumping Arrangements Yes. Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.

State the principal additional spare gear supplied 1 C.I. Propeller, 1 Propeller Shaft, 2 Half bottom End bearings Complete with bolts & nuts, 4 half top End bearings Complete with bolts & nuts, 1 set of air pump valves, 1 set of Mitchell pads, 1 set Coupling bolts, 1 Complete set of packing for HP piston rod, Set of rings for HP piston, 2 valves for HP & MP poppet valves, 12 boiler tube stoppers.

The foregoing is a correct description.

GEORGE CLARK (1938) LTD. SUNDERLAND & GENERAL ENGINEERS

Archd. L. Berry. Manufacturer.

Dates of Survey while building — During progress of work in shops: 1940. Jan 26. Feb. 7.13.16.26. Mch. 4.7.14.19.21.27.29. Apl. 2.5.9.11.16.18.23.26. May. 2.6.7.14.16.20.23.28. June. 4.5.8.10.12.14.15.17.18.20.21.24.26.27. July. 1.3.4.8.10.12.15.16.18.19.23.25.29.30. Aug. 1.5.7.

During erection on board vessel:

Total No. of visits: 61

Dates of Examination of principal parts—Cylinders: H.P. 26/4/40 M.P. 9/4/40 L.P. 8/6/40. Slides: 1/4/40 Covers: 5/4/40

Pistons: 11/4/40 Piston Rods: 4/4/40. Connecting rods: 4/4/40.

Crank shaft: 26/4/40 Thrust shaft: 10/6/40. Intermediate shafts: 20/6/40.

Tube shaft: ✓ Screw shaft: 14/6/40 Propeller: (G.L.S. Cert.)

Stern tube: 5/6/40. Engine and boiler seatings: 15/4/40. Engines holding down bolts: 25/4/40.

Completion of fitting sea connections: 20/5/40.

Completion of pumping arrangements: 5/8/40 Boilers fixed: 22/4/40. Engines tried under steam: 4/8/40. Pc. Blr. P 1/2 Spdle 13/32 S 9/16 Sc. Blr. P 33/64 Spdle 3/8 S 9/16 No 3 4/9 L

Main boiler safety valves adjusted: 4/8/40 Thickness of adjusting washers: No 2613 WHF

Crank shaft material: Ingot-Steel Identification Mark: 26/4/40 Thrust shaft material: Ingot-Steel Identification Mark: 10/6/

Intermediate shafts, material: Ingot Steel Identification Marks: Nos 360, 364 362, 376, 377 378 384 LRH Tube shaft, material: ✓ Identification Mark: ✓

Screw shaft, material: Ingot-Steel Identification Mark: No 369 LRH 20/6/40. 14/6/40. Steam Pipes, material: S.D. Steel Test pressure: 660 Date of Test: 29/7/40 1/8/40

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 the use of oil as fuel been complied with: ✓

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: not desired.

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.) This machinery has been built under Special Survey in accordance with the approved plans & the rules of the Society.

The materials & workmanship are good. It has been securely fitted on board the vessel & tried under working conditions alongside Quay with satisfactory results.

It is eligible in my opinion to have notation ✠ LMC. 8.40 (R.H.) 2 SB (Spl.) FD. 1 Aux. Blr. 220 T.S (C

Certificate to be sent to SUNDERLAND.

The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... ✓ £	5	-	When applied for, 22 AUG 1940
Special ... ... ✓ £	89	4	
Donkey Boiler Fee ... £			When received, 2nd Sept 1940 R.G.J. 4/9
Travelling Expenses (if any) £			

FRI. 30 AUG 1940

Committee's Minute

Assigned ✠ LMC 8,40
2 SB (Spl) F.D.
1 Aux SB. Rpt.

Robt. Fraser.
Engineer Surveyor to Lloyd's Register of Shipping.