

Rpt. 9

Date of writing report 16.6.60

Received London

Port H A M B U R G

No.

Survey held at Hamburg

No. of visits 8

First date 17.5.60

Last date 8.6.60

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 31246 S.S. Name ~~XXX~~ "S T A N L A N D" Gross tons 7162 Date of build 12-1942

Owners Stanhope S.S. Co. Ltd.

Managers J.A. Billmeir & Co. Ltd.

Port of Registry London

Engines made 1942

By John Inglis Co. Ltd.

Type T. 3. Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 3SB W.P. 220 lbs spt

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock both

Nature of Survey ES, MBS and TS CL

Was Damage Report issued? - Int. Cert.? yes.

Last Report (For Head Office only)

Hull	Machinery
* 100 A 1	* LMC 10/57
with freeboard	MBS 10/57
Dkg 9/57	TS CL 9/57
	SPS 10/57

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes close fit Oil Glands Sea Connections

Fastenings Good Has Screwshaft been drawn? yes Date of Examination 18.5.60 Has Shaft been changed? yes

Has Shaft now fitted been previously used? no Has Shaft now examined/fitted a continuous liner? yes Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBORD

1 Cyls., Covers, Pistons & Rods H.P. Good

2 Valves & Gears H.P. Good

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings One + Two, Good

### MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

### MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

### MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? good

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, where now seen is in efficient condition and eligible in our opinion to remain as now classed with fresh records of ES (Adv.)

6.60, MBS 6.60 and TS CL N 5.60.

Date of Committee

THURSDAY 25 AUG 1960

Decision

ES (Adv) 6.60  
TS (N) 5.60

MBS 6.60

40m, 3.58 T. (MADE AND PRINTED IN ENGLAND.)

(K.H. Fedderwitz and self)

Engineer Surveyor to Lloyd's Register of Shipping

Foundation

004584-004572-0106



9. 9622.

32 Essential Independent Pumps (Identify by position).....

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....

35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN All three, Good AUXILIARY, DONKEY or PRESS

Date 20.5.60

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Circ. 2151 not required

Safety Valves Adjusted to Sat. 270 p.s.i.

Spt. 220 p.s.i.

Boiler Securing Arrangements Good

Main Economisers none Exhaust Gas Heated Economisers -

Steam Heated Steam Generators none Steam Generator Safety Valves Adjusted to good Forced Circulating Pumps none

Were Oil Burning System & Remote Controls examined working in accordance with Rules? none Funnel Good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? none

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

A general examination has been carried out in accordance with the Secretary's Telex No. 708 dated 17.5.60 and the Circulars Nos. 2151 and 1959. In addition to the above reported items the main and auxiliary machinery and the electrical installation have been generally examined and the insulation resistance measured. Main- and auxiliary machinery and the pumping arrangements examined under working conditions so far as practicable and all found in satisfactory condition.

Screw shaft:- A crack of 60 mm length was found in the key way, forward end, and the shaft replaced. A new shaft has now been fitted, not previously used, bearing the stamp:- LLOYDS SLD 3409 KF 10.6.54

Survey fees ES (Adv.) £ 24.10.0

BS £ 30. 0.0

TS £ 7.10.0

Damage fee ...

Expenses... £ 5. 8.0

Date when A/c rendered

Account Rendered

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22 JUL 1960

Lloyd's Register Foundation