

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

17 OCT 1945

Date of writing Report 26-9

When handed in at Local Office 19-9-45

Port of

No. in Survey held at 10144 on the Machinery of the Wood, Iron or Steel

Date. First Survey 7/6/45

Last Survey 12/9/45

(No. of Visits 12)

Year. Month.

Tonnage { Gross 276

Vessel built at L. Shields

By whom J.P. Kennollson & Sons Ltd.

When 1917-0

Tonnage { Net 104

Engines made at do

By whom do

When do

Nominal Horse Power 88 HP

Boilers, when made (Main) NB made 20 repairs 34 (Donkey)

No. of Main Boilers 1

Owners St. Andrews Steam Towing Co. Owners' Address

No. of Donkey Boilers 1

Managers H.A. Parker

(if not already reported in Appendix to Register Book.)

Steam Pressure in Main Boilers 180

Port Fleetwood

Voyage

in Donkey Boilers 0

If Surveyed Afloat or in Dry Dock Bellesmeur Port & Pontoon

(State name of Dock.)

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC, TS & repairs.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler 12-9-45

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

To what pressure were they afterwards adjusted under steam? 180 lb./sq. in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes

To what pressure were they afterwards adjusted under steam? yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? none

and of the Donkey Boilers? yes

Did the Surveyor examine all the mountings of the Main Boilers? yes

and of the Donkey Boilers? yes

Has the screw shaft now been drawn and examined? yes

Has it a continuous liner? yes

Is an approved oil retaining appliance fitted at the after end? do

Has shaft now been changed? yes

If so, state reasons wasted

Has the shaft now fitted been previously used? do

Has it a continuous liner? yes

Is an approved oil retaining appliance fitted at the after end? do

State date of examination of Screw Shaft 12-9-45

State the wear down in the stern bush blue fit

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Vessel returned to Owners after Admiralty service & vessel repaired for use as a steam trawler, in connection with the repair to machinery & boiler examined throughout.

Now Done :- Vessel placed on the pontoon, propeller, stern bush, sea chests, valves & their fastenings examined & found in place in good order.

LMC :- Examined cylinders, pistons, valves & casings, crank & thrust shafts, main & auxiliary pumps, pumping arrangements, condenser (tested) main steam pipes (tested) steam engine & reveller & all found in place in good condition.

Screw shaft drawn & examined.

Examined the boiler throughout with mountings, doors & fastenings & found in place in good condition & subsequently examined under steam & safety valves adjusted to pressure as above :-

General Observations, Opinion, and Recommendation :-

The machinery of the vessel is in a

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11 & LMC 9.11 or & LMC 140 lb., FD, &c.)

good & efficient condition & eligible in my opinion to remain as classified with fresh record of LMC 9-45 & notation of TS(C) N 9-45 & without special condition to boiler safety valve check.

Survey Fee (per Section 29) LMC £ 7 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any) £ 7 : 7 : 0

10 OCT 1945

Travelling expenses (if chargeable) £ 3 : 1 : 0

Received by me,

Committee's Minute LIVERPOOL

16 OCT 1945

Assigned LMC 9.45 without Special Conditions

T.S.(N) 9.45

H. Sutherland Taylor
J.A. Lindley R. Gibbs
Engineer Surveyor to Lloyd's Register of Shipping.



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008237-008247-0310 1/2

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

S/T LADY STANLEY (cont.)

Shafts:- Screw shaft renewed + marks verified

Shaft marked:- LLOYDS 1176 6-10-38 HRS

Finest shaft renewed, marked:- LLOYDS 2641, 30-8-45, HRS

The crankshaft H.P. pin + journals found slack, now renewed, all journals skinned + bearings re-metalled + shaft bedded. Low journal + pin marked:-

LLOYDS No 2632, 20-8-45 G.S., forging report attached.

Circulating pump renewed complete including impeller + shaft.

Belts, pump vans renewed, free pump van skinned + rebushed.

Main steam pip renewed (tested). (fitted).

Intermediate stop valve renewed (washed)

All belts pip line renewed.

Mechanism overhauled complete.

All valve distribute boxes overhauled.

Scending main repairs.

Boiler repairs:- Several staybolts tubes renewed
Several tubes expanded.

Electrical Installation:-

Installation excite generator stripless complete + renewed, new main switchboard comprising 6-circuit panel with D.P. switch + fuses, meters, pilot lamps + control lamps etc, fitted, new dynamo main fitted, feeder circuits, D.P. subcircuits etc fitted + installation to full requirement. Generator overhauled + placed in good working order. On completion of installation was tested under full working conditions + found satisfactory. Insulation test carried out (Generator 5 K.V.)

Incinerator Auxiliary machinery examined under load conditions, bulges fixed + all found in good order.

SRL:- The safety valve chest specially examined + found to be in new condition + of substantial construction + condition satisfactory

H.O.F.



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