

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

(Received at London Office

17 OCT 1945

Date of writing Report 26-9-45 When handed in at Local Office 19-10-45

Port of

No. in Survey held at Callesmen Port Date First Survey 7/6/45 Last Survey 12/9/45  
Reg. Book. (No. of Visits 12)

10144 on the Machinery of the Wood, Iron or Steel SIT. LADY STANLEY

Tonnage { Gross 276 Vessel built at Leith By whom J.P. Renoldson & Sons Ltd When 1917-0  
 Net 104 Engines made at do By whom do When do  
 Nominal Horse Power 88 MN Boilers, when made (Main) NB made 20 repairs 34 (Donkey)  
 No. of Main Boilers 1 Owners St. Andrew's Steam Towing Co Owners' Address  
 No. of Donkey Boilers 2 Managers H.A. Parker (if not already reported in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 Port Leithwood Voyage  
 in Donkey Boilers 0 If Surveyed Afloat or in Dry Dock Callesmen Port & Pontoon Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port

Particulars of Examination and Repairs (if any) LIRC, 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? yes

Donkey " " " " none

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 lbs/1"

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.

How Done :- Vessel placed on the pontoon, propeller stem bush, sea cocks, valves & their fastenings examined & found in place in good order.

LIRC :- Examined cylinders, pistons, valves & casings, crank & thrust shafts, main & auxiliary pumps, pumping arrangement, condenser (tested) main steam pipes (tested) steam engine & willows & all found 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 classed with fresh record of LIRC 9-45 & notation of TS(C2) N 9-45 & without special condition to boiler safety valve elect.

Survey Fee (per Section 29) LIRC £ 7 : 0 : 0  
 Special Damage or Repair Fee (if any) £ 7 : 7 : 0  
 Travelling expenses (if chargeable) £ 3 : 1 : 0  
 Received by me, 19

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

Committee's Minute LIVERPOOL 16 OCT 1945

Assigned LIRC 9.45 without Special Conditions T.S.(N) 9.45.

RENEWED DATE 6-11-45



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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 A.R.S  
Thrust shaft renewed, marked:- LLOYDS 2641, 30-8-45, 745

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

LLOYD'S No 2632, 20-8-45 C.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 distributors boxes overhauled.

Slendy men repairs.

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

Electrical Installation:-

Installation excite generator complete + renewed, new main switchboard comprising 60 change panel with D.P. switch + fuses, meters, pilot lamps + control lamps etc. fitted, new dynamo main fitter, feeder circuits, D.P. subcircuits etc fitted + installation to full requirement. Several overhauls + placed in good working order. On completion the installation was tested under full working conditions + found satisfactory. Insulation test carried out (Generator 5KV)

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

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

H.O.F.

Noted  
See subsequent report  
for date of Screw Shaft  
Reed  
6/11/45

LLOYD'S REGISTER  
T.2 (N) 45  
12/9/45