

CONTD.

M/T "STANFIELD"

FOLLOWER No.1

Port Boiler

and cracking in way of rivet holes.

Two chamber breast stays renewed due to corrosion wastage.

8 stay tubes renewed. 24 partition screw stays renewed.

22 wings screw stays renewed. 47 chamber back screw stays renewed.

2 plain tubes renewed in centre tube nest.

8 wrapper plate rivets renewed in starboard chamber.

Starboard chamber tube plate furnace throat landing edge partly built up with E. Welding and a number of edge fractures cut out, veed and welded.

Centre Boiler.

The three corrugated furnaces now renewed.

15 partition screw stays now renewed. 12 wing screw stays now renewed.

33 chamber back screw stays now renewed. 9 plain tubes renewed in centre nest.

Starboard Boiler:- The three corrugated furnaces now renewed.

8 partition stays renewed. 12 wing screw stays now renewed.

40 chamber back screw stays now renewed. 8 plain tubes renewed.

The superheater elements removed from all three boilers, re-conditioned as necessary, one element renewed (See copy of Rpt.10 attached), and all refitted in good condition.

All mountings cleaned, reconditioned as necessary, minor repairs effected, and all refitted in good condition.

S.R.L.

Please refer Cardiff Report No: 59133.

As stated in above boiler repairs, all furnaces of the three boilers have now been renewed, which includes the recommended renewal of the Port Boiler port furnace, the Centre Boiler starboard furnace, and the Starboard Boiler port furnace.

It is submitted the reference "B.S. 3/55 on completion" may now be deleted from the S.R.List, and the subject to class "re furnaces", may now be removed.

On completion of all the above, each boiler examined under hydraulic test of 240 lb/sq.inch, and found sound and tight.

R. W. Skinner

A Furnace Advice note covering the 9 M.S.Deighton Section Corrugated Furnaces is attached hereto.



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Lloyd's Register
Foundation

0230 24

Port of Sunderland

Continuation of Report No. 36559

dated 10.10.55

on the

s.s. "STANFIELD" Electrical Installation. Conversion to Ore Carrier

Consequent upon structural alterations to the above vessel's conversion to the carriage of Iron Ore, the undermentioned modifications to the Electrical Installation were carried out in accordance with the approved plans returned herewith, and under special survey with good materials and workmanship.

The main and sub-main cables between engine room, midships, and forecastle formerly fastened to the fore and aft gangways were completely renewed with new cable and run and clipped to solid steel channel fastened to the starboard side of the new trunking now erected, and a protecting cover shield was fitted throughout the cable run.

The centre-castle (having been moved aft and re-sited) was completely rewired with new cable and fittings. The midships switch panel was modified to suit the new cable arrangements.

Structural alterations in the aft accommodation necessitated the rewiring of about 80% of the cabin circuits, with new cable and fittings.

In connection with the conversion, a new panel was added to the main switchboard to improve the control layout of the Radar, W/T, and Boat Hoist circuits.

The whole of the above alterations were tested at completion and found satisfactory and the insulation of all circuits was measured and found good.

(Opportunity was taken by the Owners to re-condition and re-varnish the Two 15 Kw Generators on shore, and these were reinstated on board in good order. Similar opportunity was also taken to overhaul the Main Switchboard on site, and all connections were checked and found tight.)

GENERALLY. The electrical equipment of this vessel as now seen is in good order and safe-working condition. The Generators operated satisfactorily on load and the insulation resistance of all circuits in the vessel was measured and found good. This equipment is in my opinion suitable to remain as classed.

PER. S30.0.0. (SEE REPORT a) R

B. F. Mann
27th October, 1955