

Rpt. 9.
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No. 111. Rpt. 8908

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

(Received at London Office

28 DEC 1951

Date of writing Report 26th November 51 When handed in at Local Office 27th November 19 51 Port of Quebec, P. Q.

No in Reg. Book. Survey held at Quebec, P. Q. Date. First Survey 22nd November Last Survey 24th November 19 51 (No. of Visits two)

27552 on the Machinery of the ~~WOODBROOK~~ Steel Single Screw Steamer "STANROYAL"

Gross 9136 Vessel built at Hamburg By whom Deutsche Schiff- u- Maschb. A.G. Vulcan When 1929
Net 5598 Engines made at Hamburg By whom Vulcan Werke When 1929
~~Donkey~~ MN 1468 Boilers, when made (Main) 1929 (Donkey) -
No. of Main Boilers 56 Owners Stanhope Steamship Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers J. A. Billmeir & Co. Ltd. Port London Voyage -
Steam Pressure - If Surveyed Afloat or in Dry Dock Afloat Wolfe's Cove, Quebec
in Main Boilers 206 (State name of Dock.)

in Donkey Boilers -
Last Report No. 34169 Port Lot

Particulars of Examination and Repairs (if any) Eng. Dmg. & Temp. Rprs.

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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. Dmg. Rpt. and Interim Certificate attached.

as a damage report made by anyone else? If so, by whom? Yes. Underwriter's Surveyor.

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

" " Donkey " " " "

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.

Present condition of funnel (A) good

Did the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

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

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - If so, state reasons. Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft. State the wear down in the

stern bush. - Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Engine parts, when referred to by numbers, should be counted from forward.

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Damage to L.P. Turbine gear casing stated to have been caused through intermediate gear wheel and oil clutch moving aft along shaft on the 22nd November, 1951 off Quebec, P. Q. whilst on a voyage from Montreal to Falmouth in a loaded condition.

For further particulars, please see Vessel's Log Books.

DAMAGE NOW DONE:- L.P. turbine fractured gear casing opened up. Intermediate gear wheel and oil clutch found to have moved aft along the shaft. As the replacements required to effect permanent repairs would have caused considerable delay to the Vessel, and due to conditions on the St. Lawrence River the Owners Representative requested that temporary repairs only be carried out at this time to allow the Vessel to proceed on her present voyage.

TEMPORARY DAMAGE REPAIRS NOW DONE:- L.P. turbine gear case covers removed. Intermediate pinion removed, crated and efficiently stowed in Engine Room. Bearings of aft part of Intermediate pinion shaft, also for Intermediate gear wheel, opened, brass shims fitted to top of journals and bearing caps bolted down to secure shafts (cont'd)

General Observations, Opinion, and Recommendation:-

(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.)
CS 3,34

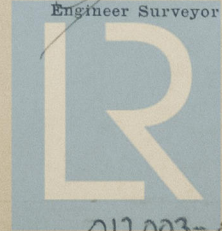
The Machinery of this Vessel is in good condition and eligible, in my opinion, to remain as at present classed without fresh record of survey subject to the L.P. turbine, gearing and oil clutch together with fractured gear casing being again examined or renewed on discharge of the present cargo.

Survey Fee (per Section 20) £ : : Fees applied for Dec. 4 1951
Damage or Repair Fee (if any) \$: 100.00 Received by me, 19
(per Section 20.)
Travelling expenses (if chargeable) \$: 3.00
Late fee 22nd Nov. to midnight. \$: 20.00
Committee's Minute

Assigned

As now, subject

H. Falkner
Engineer Surveyor to Lloyd's Register of Shipping.



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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

TEMPORARY DAMAGE REPAIRS NOW DONE:- (cont'd) from turning and gear case covers replaced.

Intermediate gear wheel also supported from overhead travelling crane beam.

Gear casing where fractured in way of after bearing 6" x 6" angle fitted and bolted to

casing. Casing also supported by slings and turnbuckle to existing lifting eye pad on

deck head above.

Steam and exhaust to turbine blanked off and steam and exhaust pipes efficiently secured.

Lubricating oil pipes to reduction gearing blanked off.

On completion of temporary repairs Main and Auxiliary Machinery tried under working conditions and found satisfactory.

Minor voyage repairs were also effected at this time and several frozen water pipes were also renewed.

D. J. J. J.

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