

No. 94712

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 18 FEB 1937) Port of **NEWCASTLE-ON-TYNE**

When handed in at Local Office **16 Feb 37** Date, First Survey **30 Dec 1936** Last Survey **30 Jan 1937**  
 Survey held at **Hebburn** on the Machinery of the **Wood, Iron or Steel** **SE "STANASFALT"**  
 Gross Tonnage **2468** Vessel built at **Newcastle** By whom **Palmer's & Co. Ltd.** When **1929-4.**  
 Net Tonnage **1436** Engines made at **Newcastle** By whom **Palmer's & Co. Ltd.** When **1929**  
 Boilers, when made (Main) **1929** (Donkey)  When **1929**  
 Owners **Soc Auxiliare de Transports** Owners' Address **Rouen**  
 Managers **Palmer's** (if not already recorded in Appendix to Register Book.)  
 Port **Rouen** Voyage  
 If Surveyed Afloat or in Dry Dock **Palmer's** (state name of Dock.)

Port No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+LMC 1.33
With fresh yard		B.S. 4.36
9.36		C.L. N. 9.36
S.S. Rou. N° 1-33		

Particulars of Examination and Repairs (if any) **New Boiler & BS.**

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and details in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined   
 Damage report made by anyone else? If so, by whom?   
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?   
 " " Donkey " " "   
 Not done, state for what reasons?   
 Parts of the Boilers could not be thus thoroughly examined?   
 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?

Date of internal examination of each boiler **20th January 1937.** Present condition of funnel(s) **good**

Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **180 lbs/10"**  
 Surveyor examine the Safety Valves of Donkey Boiler?  To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **Yes**, and of the Donkey Boilers?   
 Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? **Yes**, and of the Donkey Boiler?

Shaft now been drawn and examined? **No** Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

How often changed?  If so, state reasons   
 Shaft now fitted been previously used?  Has it a continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Examination of Screw Shaft  State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft   
 Electric parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

Done:- A new additional main boiler as described in the Newcastle Report No 713 has now been installed on the port side of Stokhold, the original boiler being moved to Starboard side. New uptakes were fitted & main funnel renewed. Boiler connected up to main steam line. The main & aux steam & feed pipes altered, new pipes fitted & old pipes altered to suit new arrangement. All pipes & their connections were tested as per Rules. An additional new clean O.F. unit fitted in accordance with the Rules on Starboard side of Stokhold. See attached Certificates for O.F. Heaters. New O.F. suction from bunkers & large pipes to boilers have been fitted to this unit and altered in the case of original O.F. unit which was moved further to Port. These O.F. pipes were tested as per Rules. A new additional vertical duplex feed pump 5" x 8" and a new feed water heater were fitted at this time. The tubes **R.T.O.**

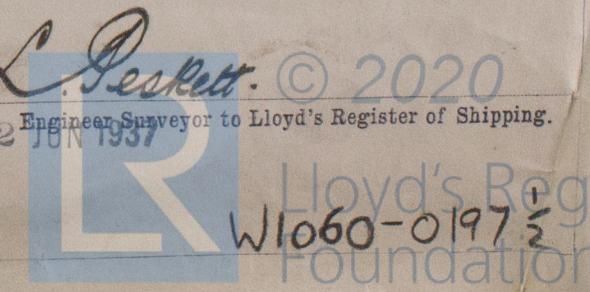
Observations, Opinion, and Recommendation:— The machinery of this vessel clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or LMC 140 lb., F.D., &c.)

now been is in a good & efficient condition & eligible in my opinion to remain as classed with fresh records of BS 1,37 and NB 1,37.

now 2 S.B. **6.07** new N.H.P. 230 H.S. 4415.

(per Section 29) **BS** £ 2 : - - Fees applied for **17 FEB 1937**  
 of New Boiler & necessary alterations **4k** £ 5 : 5 -  
 Expenses (if chargeable) £ : : Received by me **6.3 1937/12/13**

Committee's Minute **TUE. 9 MAR 1937**  
 signed **BS 1.37**  
**+NB (N) 1.37**



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

removed from main condenser cleaned, tested & replaced after which the condenser was tested & found tight.

For 133. The original main boiler examined internally & externally, mountings, doors & fastenings & general condition found to be good. Minor repairs effected. Main check valve renewed on account of restricted space between boilers.

On completion the safety valves of the main boilers were adjusted under steam to 180 lbs/sq" and their superheater safety valves to 185 lbs/sq". An accumulation test was carried out with no rise in pressure. Thickness of safety valve rings of new boiler.

PV  $9\frac{1}{16}$ " SV  $1\frac{17}{32}$ " Superheat SV  $5\frac{1}{16}$ "

Boilers examined under steam & found satisfactory.

L. Pickett.