

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

14 JUL 1941

(Received at London Office)

Date of writing Report 8th July 1941 When handed in at Local Office 10.7.41 Port of BRISTOL

No. in Reg. Book 83985 Survey held at Avonmouth Date, First Survey and Last Survey 3rd July 1941 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel S.S. STONEPOOL Year. Month. 1928 7

Tonnage Gross 4815 Net 2972 Vessel built at MIDDLESBROUGH By whom SMITH'S DOCK CO. LTD. When 1928

Nominal Horse Power 507 Engines made at do By whom do When 1928

No. of Main Boilers 358(SM) Boilers, when made (Main) 1928 (Donkey)

No. of Donkey Boilers 1 Owners' Address POOH SHIPPING CO. LTD. (If not already recorded in Appendix to Register Book.)

Team Pressure in Main Boilers 180 LB. Managers SIR R. ROPNER & CO. LTD. Port W. HARTHEPOOL Voyage —

in Donkey Boilers — Surveyed Afloat or in Dry Dock (State name of Dock.)

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 for survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1. 2,40.</u>	<u>SS. SH. No. 2, 36.</u>	<u>LMC</u>
		<u>MS. 7,36.</u>
		<u>B.S. 3,41.</u>
		<u>TS. CH. 10,38.</u>

Last Report No. — Port —Particulars of Examination and Repairs (if any) General Examination

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? No

Donkey Boilers not prepared for survey

And what parts of the Boilers could not be thus thoroughly examined? —

Also 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 ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓

Has shaft now been changed? ✓ If so, state reasons —

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Is electric light and/or power fitted? ✓

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

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? ✓

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

Vessel in dry dock, propeller, outer end of stern bush and outside fastenings of sea connections examined and found in efficient condition.

Special Reasons list:— Stern tube nut specially examined and remains efficient.

It is Recommended that this be again specially examined at the next dry docking.

A general examination has been made of the Machinery for postponement of Survey due 7.40. The following parts opened up for overhaul have now been examined and found in good order. H.P. & L.P. crank pins and their brasses. HP crosshead & brasses. No. 1 main crank shaft journal and the water end of forward independent feed pump. The remainder of main engines & auxiliaries examined so far as practicable without being dismantled and, so far as could be ascertained, these are in good order. The Owners

General Observations, Opinion, and Recommendation:— This vessel's machinery, as now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.M.S. 9, 11, or 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, or

seen, is in good condition and eligible in my opinion to remain as

classed in the Register Book, subject to the stern tube nut being

specially examined at the next dry docking.

Survey Fee (per Section 29) £ : : 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : 19

Travelling expenses (if chargeable) £ : : 19

Committee's Minute Deferred

Assigned Deferred

TUE. 6 AUG 1941

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

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Special Damage or Repair Fee (if any) (per Section 29.) £ : : 19

Travelling expenses (if chargeable) £ : : 19

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G. Brooks Smith
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Windsor 1941

s.s. "Stonepool"

Superintendent stated that during recent voyages the machinery has worked satisfactorily and that he was not aware of any defects.

L. Brooke Smith

L. Brooke Smith

Revised not prepared for dinner.

2004

Franklin

[illegible]

is in good condition and eligible in my opinion to remain a
choiced in the Poplar Plot, subject to the steam trials and being
specially examined at the next day docking

W. B. Woodworth