

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

(Received at London Office)

2 MAR 1943

of writing Report *Feb. 28th* 1943 When handed in at Local Office 10 Port of *DARTMOUTH.*

Survey held at *PLYMOUTH.* Date, First Survey *Feb. 23rd* Last Survey *Feb. 25th* 1943
(No. of Visits *Two*)

on the Machinery of the Wood, Iron or Steel S.S. *"STANLAKE"*

Gross *1742* Vessel built at *Leicester.* By whom *Luan, Hunter & Wigham Pictouhen* When *1923* 3rd 1943
Net *979* Engines made at *Leicester.* By whom *Luan, Hunter & Wigham Pictouhen* When *1923* 3rd 1943
Main Boilers *2 SB.* Boilers, when made (Main) *1923* (Donkey) *-*
Donkey Boilers *✓* Owners *Stanlake Steamship Co. Ltd.* Owners' Address *(if not already recorded in Appendix to Register Book.)*
Main Boilers *180 lb.* Managers *J. H. Billmeir & Co. Ltd.* Port *London* Voyage *-*
Donkey Boilers *✓* If Surveyed Afloat or in Dry Dock *Afloat at North Yard Dartmouth* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. *33518* Port *Sld*Particulars of Examination and Repairs (if any) *BS.*

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the age and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has a damage report been made by anyone else? If so, by whom? *✓*

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? *Yes*

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? *✓*

Was the examination of the Donkey Boilers not done, state for what reasons? *✓*

Were any parts of the Boilers could not be thus thoroughly examined? *✓*

Were any 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? *✓*

Latest date of internal examination of each boiler *BS boilers examined Feb. 23rd 1943* Present condition of funnel *Good.*

Has the Surveyor examined the Safety Valves of the Main Boilers? *Yes.* To what pressure were they afterwards adjusted under steam? *180 lb/□*

Has the Surveyor examined the Safety Valves of Donkey Boilers? *✓* To what pressure were they afterwards adjusted under steam? *✓*

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? *Yes.* , and of the Donkey Boilers? *✓*

Has the Surveyor examined the drain plugs of the Main Boilers? *✓* , and of the Donkey Boilers? *✓*

Has the Surveyor examined all the mountings of the Main Boilers? *Yes.* , and of the Donkey Boilers? *✓*

Has the screw 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? *✓*

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

Has the 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? *✓*

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *End Afloat.*

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

Is electric light and/or power fitted? *✓*

Has the Surveyor examined 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? *✓*

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done *BS complete.*

ON DONE BY BS Port & Starboard boilers opened up, cleaned & examined in their entirety. All mountings, manholes, their doors & fastenings examined & either found or placed in good condition.

On completion the Safety valves on both boilers were adjusted under steam to a pressure of 180 lb/□.

The centre furnaces of both boilers were found to be fitted at both sides externally. The line of firebars & it is recommended that these furnaces be re-examined or repaired before the end of 6 months, i.e. before the end of August 1943.

A number of C.C. back stays to be renewed & the C.C. back plates to examine in way, also (Mean see over)

General Observations, Opinion, and Recommendation:— *The machinery of the vessel, as far as now seen is in a good & efficient condition & is eligible in my opinion to remain as classed with*

(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, B.S. 9, 11, B.E.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

BS 2.43 subject to a number of C.C. back stays being renewed also the main & auxiliary high water sheets & blow down valve sheets being renewed, all at the earliest opportunity. Also subject to the centre furnaces being re-examined or repaired before the end of August 1943 (i.e. in 6 months).

Survey Fee (per Section 29) *BS* £ 3 : 0 : 0 Fees applied for

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

Travelling expenses (if chargeable) £ 2 : 5 : 0 Received by me,

Committee's Minute

Assigned *As now Subject*
BS 2.43

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Engineer Surveyor to Lloyd's Register of Shipping.



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W218-0055

BS contd.

The main & auxiliary check valve chests & blow down valve chests on the Port & Starboard boilers all to be renewed at the earliest opportunity. All the foregoing remain efficient for the present.

REPAIRS FOR YEAR & TEAR.

Seams & rivets caulked in back ends of both boilers as required.
Centre furnaces of Port & Starboard boilers cleaned in way of external pitting at fire-bar line & coated with "Opexin".

A number of boiler mounting valves & seats skimmed & overhauled.

NOTE It was found that owing to the main & auxiliary check valves & blow down valve seats on both boilers having been continuously knifed down it is necessary to renew these chests as the thickness of metal remaining would not permit of any further reduction through knifing down of the solid seats.

SRL. No opportunity was afforded of examining the vessel in dry-dock at this time & it could not be stated when dry-docking would be carried out.

F. C. J. Owen.

Ms. A. 143. 143

It is submitted that
this vessel is eligible for
THE RECORD.

Ms. 2.43

Surveys to renewal of propeller
and examination of gears
Shaft axial opportunity
was not recommended

Thus

16.3.43



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