

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

(Received at London Office)

2 MAR 1943

of writing Report Feb. 25<sup>th</sup> 1943 When handed in at Local Office 10 Port of DARTMOUTH.

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

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

Gross 1742 Vessel built at Lewcastle. By whom Swan, Hunter & Wigham When 1923 3<sup>rd</sup> Month  
Net 979 Engines made at Lewcastle. By whom Swan, Hunter & Wigham When 1923 3<sup>rd</sup> Month

Power 214. Boilers, when made (Main) 1923 (Donkey) -

Main Boilers 2 SB. Owners Stanlake Steamship Co. Ltd. Owners' Address Port London Voyage -

Donkey Boilers Pressure- Managers J. A. Billmeir & Co. Ltd. (if not already recorded in Appendix to Register Book.)  
Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Afloat at North Yard Devonport Port London Voyage -

Donkey Boilers - 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.

Special 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 date and initials of any letters respecting this case.

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

Has a special damage report been made by anyone else? If so, by whom? Yes

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Where a special damage report was not done, state for what reasons? Yes

What parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

What is the latest date of internal examination of each boiler? By S. boilers examined Feb. 23<sup>rd</sup> 1943 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 180 lb/0"

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. , and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? To Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now been changed? Yes If so, state reasons Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

What is the date of examination of Screw Shaft? Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Yes

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Is the survey complete, state what arrangements have been made for its completion and what remains to be done BS complete.

ON DONE FOR BS Part 9 Starb 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/0"

The centre furnaces of both boilers were found to be fitted at both sides externally with 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 (Please 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

best record of BS 2.43 subject to a number of C.C. back stays being renewed also the main & auxiliary deck valve chests & blow down valve chests 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).

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

Special Damage or Repair Fee (if any) £ : : Received by me, £ 19

Travelling expenses (if chargeable) £ 2 : 15 : 0

Committee's Minute

Assigned

write up

As now subject

BS 2.43

FRI. 13 MAR 1943

J. C. J. Owen

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W218-0055

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

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'S 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.

17. Dec 1943

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

No. 243

Request to removal of propeller  
and examination of stems  
Next earliest opportunity  
was not recommended

Then

16.3.43



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