

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

(Received at London Office 17 SEP 1942)

of writing Report

19

When handed in at Local Office

19

Port of **NEWCASTLE-ON-TYNE**Survey held at **South Shields**Date, First Survey **18.8.42** Last Survey **24.8.1942**(No. of Visits **3**)on the Machinery of the **Wood, Iron or Steel** **S.S. "STAN GATE"**Gross **1289**  
Net **678**Vessel built at **Newcastle**By whom **W. Dobson & Co.**When **1912. 4.**Main Power **201**Engines made at **Newcastle**By whom **N.E. Marine Eng. Co. Ltd.** When **1912.**Main Boilers **2**Boilers, when made (Main) **1912.**(Donkey) ☒Donkey Boilers ☒Owners **Stanhope S.S. Co. Ltd.**Owners' Address ☒

(if not already recorded in Appendix to Register Book.)

Port **London**Voyage ☒Pressure in Boilers **180 lbs**Managers **J. A. Bullmer & Co. Ltd.**Donkey Boilers ☒If Surveyed Afloat or in Dry Dock **Dry & afloat.**  
(State name of Dock. **Types Dock Eng. Co. & Roadheads**)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
for Special Survey  
Date of last Survey and of  
Periodical Surveys.Years  
assigned  
now  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any).**II 100 A1.**  
**7,41****II LMC.**  
**M.S. 1,40****S.S. ANT. 2nd N°3-4,37.****B.S. 5,42.****O.G. 7,41.**

Report No.

Port

Particulars of Examination and Repairs (if any) **Damage & Repairs:**

Special Surveys, when held, must be reported in detail and serially 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 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 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 **Yes: Not By?**

Has a damage report made by anyone else? If so, by whom? **Underwriters Surveyors**

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **No.**

"

Donkey "

"

"

When was not done, 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? ☒

Latest date of internal examination of each boiler ☒

Present condition of funnel ☒**efficient.**

Has the Surveyor examine the Safety Valves of the Main Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

Has the Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒

, and of the Donkey Boilers? ☒

Has the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boilers? ☒

Has the Surveyor examine all the mountings of the Main Boilers? ☒

, and of the Donkey Boilers? ☒

Has the screw shaft now been drawn and examined? **Yes**

Is it fitted with continuous liner? **No**

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **O.G.**

Has the shaft now been changed? **No** 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? ☒

Date of examination of Screw Shaft **19-8-42** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **40/1000 lbs.**

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

Is electric light and/or power fitted? ☒

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒

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.**

**done for damage stated caused by "A", Enemy Action & "B" Striking submerged object in August 6<sup>th</sup> 1942 whilst on voyage from Blyth to Dover.**

**vessel placed in dry dock, propeller, tailshaft, stern bush, sea connections and side fastenings examined and found or placed in good condition.**

**repairs:** **Stem bush oil gland reconditioned.**

**repairs:** **L.P. cylinder, ridge at top ground off, piston ring adjusted.**

**L.P. ahead guide plate rejoined.**

**Windlass, 2 guide bars renewed. Driving pinion renewed. 2 Eccentric sleeves & rods renewed.**

General Observations, Opinion, and Recommendation: **The Machinery of this vessel, as far as 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, L.M.C. 9,11, & L.M.C. 9,11, or S.L.M.C. 140 lb., F.D., &c.)**

**as seen, is in efficient condition, and eligible in my opinion, to remain as classed in fresh record of survey O.G. 8,42.**

Form attached Rpt. 8.

Fee (per Section 29) **£ 2 : 2 : 0**

Damage or Repair Fee (if any) **£ 2 : 2 : 0**

License Fee **£ 2 : 2 : 0**

Other expenses (if chargeable) **£ 2 : 2 : 0**

Fees applied for **16 SEP 1942**

Received by me, **E. Wilson**

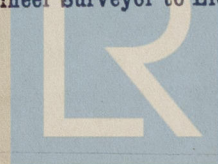
**E. Wilson**

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

**FRL 2 OCT 1942**

signed **As now**




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Lloyd's Register Foundation

1700-0071



It is submitted that  
this vessel is eligible for  
RECORD. 182



29/9/42

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*[Faint handwritten notes, likely bleed-through from the reverse side of the page.]*

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