

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

(Received at London Office 17 SEP 1942)

16 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** Vessel built at **Newcastle** By whom **W. Dobson & Co.** When **1912. 4.**  
 Net **678** Engines made at **Newcastle** By whom **N.E. Marine Eng. Co. Ltd.** When **1912.**  
 Power **201** Boilers, when made (Main) **1912.** (Donkey) ✓  
 Main Boilers **2.** Owners **Stanhope S.S. Co. Ltd.** Owners' Address ✓  
 Donkey Boilers ✓ Managers **J. A. Bullmer & Co. Ltd.** Port **London** Voyage ✓  
 Pressure in Boilers **180 lbs** If Surveyed Afloat or in Dry Dock **Dry & afloat.**  
 Donkey Boilers ✓ (State name of Dock. **Types Dock Eng. Co. & Roadheads.**)

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 how expired.	Machinery and Boiler Surveys (including date of N.E. if any).
<b>H100A1</b>	<b>7, 41</b>	<b>F.L.M.C.</b>
<b>S.S. ANT. 2nd N°3-4, 37.</b>		<b>M.S. 1, 40</b>
		<b>B.S. 5, 42.</b>
		<b>O.G. 7, 41.</b>
		<b>cargo battens not fitted.</b>

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) **Damage & Repairs.**

Special 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and as 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 declined his services for this purpose, and why they were declined **Yes. Not Req'd.**

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

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

Has the Surveyor personally gone inside each Donkey Boiler separately and make a thorough examination at this time? **Yes.**

Where a special examination was not done, state for what reasons? **None.**

What parts of the Boilers could not be thus thoroughly examined? **None.**

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? **None.**

What is the latest date of internal examination of each boiler? **None.** Present condition of funnel **efficient.**

Has the Surveyor examined the Safety Valves of the Main Boiler? **Yes.** To what pressure were they afterwards adjusted under steam? **None.**

Has the Surveyor examined the Safety Valves of Donkey Boiler? **Yes.** To what pressure were they afterwards adjusted under steam? **None.**

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

Has the Surveyor examined the drain plugs of the Main Boilers? **Yes.** and of the Donkey Boilers? **Yes.**

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

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 after shaft now been changed? **No.** If so, state reasons **None.**

Has the fore 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 **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? **Yes.**

Has the Surveyor examined 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.**

Where 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 on 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. Whidless, 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**

**is seen, is in efficient condition, and eligible in my opinion, to remain as classed**

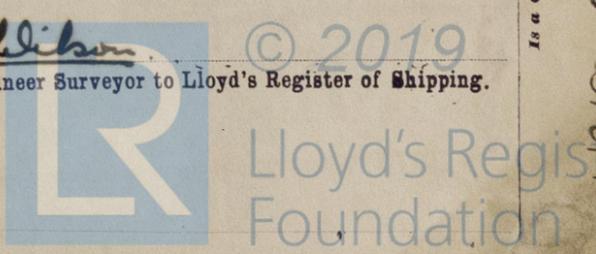
**in fresh record of survey O.G. 8, 42.**

Form attached Rpt. 8.

Fee (per Section 29) £ \_\_\_\_\_  
 Damage or Repair Fee (if any) (per Section 29.) £ **2:2:0**  
 License Fee £ \_\_\_\_\_  
 Other expenses (if chargeable) £ \_\_\_\_\_

Fees applied for **16 SEP 1942**  
 Received by me, **E. Wilson**  
 19 \_\_\_\_\_

Committee's Minute **FRL 2 OCT 1942**  
 Signed **As now**



Insert Character of Ship and Machinery precisely as in the Register Book

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

1700-8121

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Looking after war damage  
& striking an obstruction.

It is submitted that  
this vessel is eligible for  
THE RECORD. 1842

*[Signature]*  
29/9/42

1000

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