

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 10-7- 44. When handed in at Local Office 11-7- 44. Port of Swansea. 12 JUL 1944

No. in Survey held at Swansea. Date. First Survey 23-6-44. Last Survey 4-7- 19 44. (No. of Visits 3.)

33712 on the Machinery of the Wood-Heater-Steel "STANWELL".

Tonnage { Gross 5767. Vessel built at Sunderland. By whom Sir. J. Laing & Sons, Ltd. When 1914. Month. 11.
Net 3630.

Engines made at Newcastle. By whom N. E. Marine Eng. Co. When 1914.

Nominal Horse Power 664. Boilers, when made (Main) 1914. (Donkey) -.

No. of Main Boilers 3SB. Owners Stanhope S.S. Co. Ltd. Owners' Address -.

No. of Donkey Boilers -. Managers J. A. Billmeir & Co. Ltd. Port London. Voyage -.

Steam Pressure in Main Boilers 220 lbs. If Surveyed Afloat or in Dry Dock King's Dock. (State name of Dock.)

No. of Donkey Boilers -. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Int. Cert. Int. Cert.

Particulars of Examination and Repairs (if any) Int. Cert.

Periodical Surveys, when held, must be reported in detail and 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 sides 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.

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.

Is 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

Is was not done, state for what reasons. Survey confined to furnaces stated damaged through excessive scale attributed to leaky condenser.

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(s).

Did the Surveyor examine the Safety Valves of the Main Boiler? No. To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No. , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? No. , and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? No. , and of the Donkey Boilers?

Is the screw shaft now been drawn and examined? -. 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?

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.

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

Did 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? -.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Completed. Furnaces of all main

boilers examined from fire side with a view to vessel proceeding on short final operational voyage.

All furnace crowns found to be deformed, the extent of distortion varying from about $1\frac{1}{2}$ " to $2\frac{1}{2}$ " except the inboard starboard furnace which is estimated to be about 3" down and was fitted with two rows of pillars (stated fitted at Taranto) supporting the crown, the firebars being removed and the furnace sealed up by brickwork.

All furnace crowns now scaled with a view to the boilers remaining in service in their present condition on contemplated operation.

General Observations, Opinion, and Recommendation:—

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, E.&M.S. 9,11, & L.M.C. 9,11, or

ELMC 140 lb., F.D., &c.)

CS 334,

Eligible in my opinion for the record of +LMC to be retained for the contemplated operational voyage.

Int. Cert. £ 5 : 5 : -

Damage or Repair Fee (if any) £ : : -

Expenses (if chargeable) £ : : -

Committee's Minute

Signed

Received by me, 11-7-44

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W262-0005

Furnaces deformed.
Vend on Special Service
Submitted action be
deferred
Bell

19/7/44



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