

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

(Received at London Office)

Date of writing Report 19 7/7/43 When handed in at Local Office 7/7/43 Port of NEWCASTLE AND Last Survey 28 June 19 43 (No. of Visits 1)

No. in Survey held at Wallaseid. Date First Survey and Last Survey 28 June 19 43 (No. of Visits 1)

22754 on the Machinery of the Wood, Iron or Steel SS "STANMORE" Year. Month. 1940 8

Gross Tonnage 4970 Net 2881 Vessel built at Sunderland By whom W Pickersgill & Sons Ltd When 1940 8

Engines made at By whom G. Clark (1938) Ltd When 1940 (Donkey) and 1940

Nominal Horse Power 429 Boilers, when made (Main) 1940 (Donkey) and 1940

No. of Main Boilers 2 Owners Stanhope & Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers J A Billmeir & Co Ltd Port London Voyage

Steam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock Wallaseid

in Donkey Boilers 20

Last Report No. 7842 Port Bal.

Particulars of Examination and Repairs (if any) Reps.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report.

In 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.

Was 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?

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

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler? 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? and of the Donkey Boilers?

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

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

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

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 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. Is electric light and/or power fitted

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

so, did the Surveyor examine 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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Superheater elements removed from Centre Combustion Chambers of each boiler & the elements in the wing boxes completely renewed & tested.

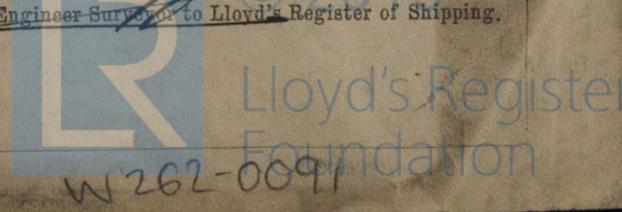
Dynamo engine cylinder & valve chest bored out & new piston & piston valve fitted

General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible in my opinion to remain as classed without fresh record & without restrictions regarding Superheaters

Survey Fee (per Section 29) £ : Fees applied for 19
License case - no fee £ :
Special Damage or Repair Fee (if any) (per Section 29.) £ :
Travelling expenses (if chargeable) £ : Received by me, 19

Committee's Minute TUES. 27 JUL 1943
Assigned AS now, without special cond but subjed (R)

S. B. Moffitt
Engineer Surveyor to Lloyd's Register of Shipping.



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

This is a certificate required by 1250, to be sent to

W 262-0091

Superheated
dealt with

In the absence of
other data it is assumed
that the boiler is
operating at 100 lbs.

without special condition

[Signature]
2/19/23

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