

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

(Received at London Office)

Date of writing Report 21 Dec 1939, When handed in at Local Office 22 Dec 1939 Port of CARDIFF

No. in Reg. Book 34128 Survey held at CARDIFF Date, First Survey 1st Dec '39 Last Survey 13th Dec 1939 (No. of Visits 3)

on the Machinery of the Wood Iron or Steel S.S. "Stanholme"

Tonnage { Gross 2473 Net 1485 Vessel built at Burntisland By whom Burntisland S.S. Co. Ltd. When 1927, 3

Nominal Horse Power 259 Engines made at Glasgow By whom S. Rowan & Co. Ltd. When 1927

No. of Main Boilers 2 Boilers, when made (Main) 1927 (Donkey) 1927

No. of Donkey Boilers 1 Owners Stanhope S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs. Managers J. A. Billmeir & Co. Ltd. Port London Voyage

in Donkey Boilers 120 lbs. If Surveyed in Dry Dock Junction S.S. (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Condition &amp; P.S.

(Periodical Surveys, when held, must be reported in detail and serially 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. State also the dates and initials of any letters respecting this case.)

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?

" " Donkey "

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 Main Boilers (2) 1.12.39.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used?

State date of examination of Screw Shaft.

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

If 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.

To complete B.S. the Donkey Boiler to be examined in its entirety and safety valves adjusted. The Owners' Supt. states that the survey will be completed at a U.K. port as soon as can be conveniently arranged. how done.

Vessel placed in dry dock; examined propeller, sea connections and fastenings.

pt B.S. Examined main boilers internally and externally with safety valves, mountings, manholes, doors, fastenings and plugs. Safety valves adjusted to pressure stated.

Repairs - wear & tear. A number of plain tubes expanded & minor repairs to mountings.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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, R.M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

as now seen is in good condition and eligible in my opinion, to remain as classed with fresh record of B.S. 12.39 when the survey is completed as stated.

Survey Fee (per Section 29) BS £ 4 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for

22 Dec. 1939

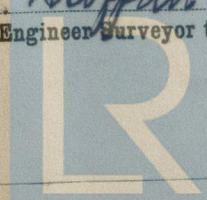
Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 16 JAN 1940

Deferred



Lloyd's Register

Foundation

W 412-0005



# Report of Engines and Boilers

To the Hon. Secy. of the Navy  
 Washington, D.C.  
 1st. The engines and boilers of the USS "Albatross" (No. 1) were examined on the 1st of March 1840. The engines were found to be in good order, and the boilers were found to be in good order. The engines were found to be in good order, and the boilers were found to be in good order.

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Keel struck  
 Submitted no action  
 necessary  
 18/40

