

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

(Received at London Office JUL 17 1939)

Date of writing Report: \_\_\_\_\_ When handed in at Local Office: 15 JUL 1939 Port of Sunderland

Survey held at Sunderland Date, First Survey June 5 Last Survey July 13 1939  
(No. of Visits 22)

115 on the Machinery of the Wood, Iron or Steel s/s Stonegate

Gross 5044 Vessel built at Sunderland By whom W Donford & Sons Ltd When 1928 - 1  
Net 3107 Engines made at Sunderland By whom J Dickenson & Sons Ltd When 1928  
Donkey 602 Boilers, when made (Main) 1928 (Donkey) 1928

Main Boilers 3 Owners Sunbull Scott Shipping Co Ltd Owners' Address \_\_\_\_\_  
(if not already recorded in Appendix to Register Book)  
Donkey Boilers 1 Managers Sunbull, Scott & Co Port London Voyage Chile (S.A.)  
Boilers 1 80lbs If Surveyed Afloat or in Dry Dock Afloat (Dickenson Quay) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 1891 Port Alse

Particulars of Examination and Repairs (if any) Conversion to Superheat

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>+ 100A1 8-38</u>		<u>+ LMC</u>
<u>SSC Eff No 2 36</u>		<u>MS 12-38 5</u>
<u>with fbd</u>		<u>BS 5-38</u>
		<u>CL 12-36</u>

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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.

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

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " " Yes

Where any part of the machinery has not been examined, state for what reasons?

Where any part of the machinery could not be thus thoroughly examined?

Where any 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?

What was the date of internal examination of each boiler? 15/6/39

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq"

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs/sq"

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

Has the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the 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?

Has the examination of Screw Shaft?  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. BS Complete. To complete

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. C. all rule requirements remain to be carried out with the

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. exception of those parts of machinery mentioned below. These items

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. will have attention at first convenient opportunity.

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. :- Main & Donkey boilers examined internally & externally together

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. with all mountings, doors & fastenings. In all boilers wastage

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. was found on the line of firebars on all low fires

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. :- Port Main Boiler All plain tubes in wing nests renewed.

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. Starboard " " All plain tubes in wing nests & Starboard low nest renewed

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. Wastage on line of firebars of all low furnaces built up with

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. electric welding, also other minor repairs carried out.

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. General Observations, Opinion, and Recommendation:— The machinery of this vessel

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. is 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

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. 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, B.M.S. 9, 11, & L.M.C. 9, 11, or

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. as now seen is in order & efficient condition & eligible in my opinion

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. to remain as classed with fresh Record of BS 6-39. The entry in the

Where any part of the machinery is not complete, state what arrangements have been made for its completion and what remains to be done. Record is to be amended in respect of main Boilers to read 3SB (Spt)

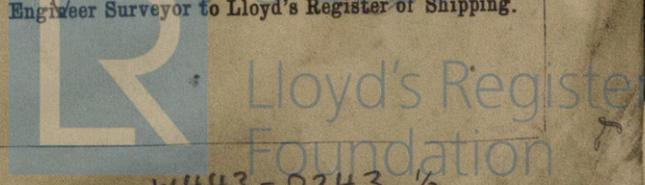
Survey Fee (per Section 29) <u>BS</u>	£ 5 : 0 : 0	Fees applied for <u>15 JUL 1939</u>
Special Damage or Repair Fee (if any) (per Section 29)	£ 12 : 18 : 0	
Printing expenses (if chargeable)	£ : : 0	Received by me, <u>J. Grieve</u> 27 JUL 1939

J. Grieve  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed Rob Spt

BS 7.39  
JUL 28 1939  
MMR 31/4



Handwritten notes and dates at the top of the left page, including 'July 12 1939' and 'Sunderland'.

Handwritten notes and dates in the middle section of the left page, including '1928' and '1929'.

Handwritten notes and dates in the bottom section of the left page, including '1928' and '1929'.

S/S Stonegate

Superheat Conversion :- The installation converted to use superheated steam in accordance with the approved plans & the requirements of the rules.

new perlit iron liner fitted to High Pressure cylinder  
new perlit iron liner fitted to High Pressure Valve Chamber  
Smoke tube superheater headers & elements fitted in 3 main boilers (Manchester Certificate attached)

The new piping & cast steel valves tested to 540 lbs.  
The installation tested in place to 360 lbs & found satisfactory.

An oil trap fitted in exhaust steam line before admission to contact heater & tested to 40 lbs.  
Diameter of HP cylinder unaltered.

M.S :- all other main steam pipes removed, annealed examined & tested as per Rule

Examined, High Pressure cylinder, piston & valve, Intermediate Pressure valve, three crank pins & bottom end bearings. Main & Auxiliary Condensers (tested) & all auxiliary pumps & connections new water end fitted to ballast pump.

The machinery was afterwards tried under steam alongside quay with satisfactory results & the safety valves of the main & Donkey boilers adjusted under steam to above pressures.

RETAIN