

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

(Received at London Office - 5 MAR 1937)

Date of writing Report 5 MAR 1937 When handed in at Local Office 5 MAR 1937 Port of London
 No. in Book. Survey held at London Date, First Survey 7 Last Survey 25th Feb. 1937
 1750. on the Machinery of the Wood, Iron or Steel S.S. STANCREST EX SHELDRAKE (No. of Visits 1)
 Damage { Gross 462 Vessel built at Lowestoft By whom Colby Bros Ltd When 1920-10
 Net 195 Engines made at Sunderland By whom McColl & Pollard Ltd When 1920
 Nominal Horse Power 83 Boilers when made (Main) 1920 (Donkey) 1920
 of Main Boilers 1 Owners J.A. Billmeir & Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers 1 Managers Port Voyage
 Main Pressure 180 lb/sq Surveyed Afloat or in Dry Dock Fulham D.D.
 Main Boilers 180 lb/sq (State name of Dock.)
 Donkey Boilers 180 lb/sq

st Report No. Port
 Particulars of Examination and Repairs (if any) Docking

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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

a damage report made by anyone else? If so, by whom? ✓

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

" " Donkey " " Boiler Survey not done.

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) ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

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

the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

screw shaft now been drawn and examined? No 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? ✓

shaft now been changed? ✓ If so, state reasons ✓

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 20 5/16" bare

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

Is electric light and/or power fitted? ✓

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

last placed in dry dock - Propeller and underwater fastenings examined and found in order. All sea valves with exception ship's side blow down cock opened up and examined, & now in satisfactory condition.

this ship has now changed ownership; new owners: - J.A. Billmeir & Co
 Holland House
 Bury Street
 London, E.C.3.

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, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

now seen is in my opinion eligible to remain as classed without fresh record

Fee (per Section 29) £ ✓ : : Fees applied for
 Damage or Repair Fee (if any) £ ✓ : :
 (per Section 29.)
 Expenses (if chargeable) £ ✓ : : Received by me, ✓

Committee's Minute

FRI 19 MAR 1937

TUE 13 APR 1937

ned

(Deferred)

J.A. Billmeir
 Engineer Surveyor to Lloyd's Register of Shipping.

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 Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

39
16/3/37



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