

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

(Received at London Office)

Date of writing Report 10 When handed in at Local Office 10 Port of London

No. in Reg. Book Survey held at London Date, First Survey 7 Last Survey 25th Feb. 1937 (No. of Visits 1)

83750 on the Machinery of the Wood, Iron or Steel S.S. STANCREST EX SHELDRAKE

Tonnage { Gross 462 Vessel built at Lowestoft By whom Colby Bros & Co When 1920-10
 Net 195 Engines made at Sunderland By whom J. Colly & Pollack Ltd When 1920

Nominal Horse Power 83 Boilers when made (Main) 1920 (Donkey) 1920

No. of Main Boilers 1 Owners J.A. Billmeier & Co. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lb/sq. in Surveyed in Dry Dock Julian D.D.
 in Donkey Boilers 100 lb/sq. in (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and verbatim 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 summarized 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? Boiler survey not done.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 ✓Present condition of funnel(s) ✓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 Boiler? ✓Did the Surveyor examine all the mountings of the Main Boilers? ✓and of the Donkey Boiler? ✓Has 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? ✓Has 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? NoState 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 5 1/2" bare

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

Is electric light and/or power fitted? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

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

This ship has now changed ownership; new owners: — J.A. Billmeier & Co
 Holland House
 Bury Street
 London E.C.3.

General Observations, Opinion, and Recommendation:—

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

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

Survey Fee (per Section 29) £
 Special Damage or Repair Fee (if any) (per Section 29.) £
 Travelling expenses (if chargeable) £

Fees applied for

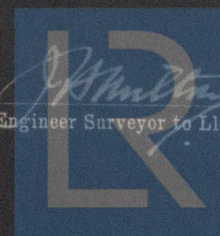
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Received by me,

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Committee's Minute

Assigned



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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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