

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

(Received at London Office)

MAY -9 1940

Date of writing Report 7-5-1940 When handed in at Local Office 7-5-1940 Port of Leith.

No. in Survey held at Leith. Date, First Survey and Last Survey 6-5-1940
(No. of Visits one.)

34113 on the Machinery of the Wood, Iron or Steel "STANCOR".

Tonnage Gross 798 Vessel built at Middlesbrough By whom W. Harkness & Son, Ltd. When 1904-8
Net 416 Engines made at Do. By whom Richardson, Welford & Co. Ltd. When 1904

Nominal Horse Power 109 Boilers, when made (Main) 1904 (Donkey) 1927

No. of Main Boilers 1 S.B. Owners Stanhope, J. S. & Co. Ltd. Managers J. A. Billmeir & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port London Voyage

No. of Donkey Boilers one in Main Boilers 160 lbs. + Surveyed Afloat or in Dry Dock The Shore (State name of Dock.)

in Donkey Boilers 100 lbs.

Last Report No. 98233 Port N.W.C.

Particulars of Examination and Repairs (if any) Completion B.S.

(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. 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? No.

" " Donkey " " No.

If this was not done, state for what reasons? Already examined. See Newcastle Report N° 98157 & 98233.

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 (V) Efficient.

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? Under steam, yes.

To what pressure were they afterwards adjusted under steam? 100 lbs/sq. in.

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 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?

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.

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

Is electric light and/or power fitted?

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. Complete.

See Special Reasons List.

Now done: The shell studs for securing the safety valve chest on the Donkey Boiler have been renewed. This boiler was examined under steam and its safety valves adjusted to pressure as above.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now so far

(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. 0, 11, B.S.M.S. 0, 11, & L.M.C. 0, 11, or L.M.C. 140 lb., F.D., &c.)

as seen in safe working condition and eligible, in my opinion, to remain as classed with the record of B.S. 1-40 as previously recommended and without the special restriction.

Survey Fee (per Section 20) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 20.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

MAY 17 1940

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
W84-0141

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