

(Received at London Office

2 JAN 1950

Date of writing Report.....20-12-1949 When handed in at Local Office

Port of Rotterdam

No. in Reg. Book. Survey held at Schiedam. Date. First Survey 5-12-49 Last Survey 20-12-1949

26746 on the Machinery of the ~~Wood, Iron or Steel~~ STANMORE (No. of Vints 10)

	Gross	10708	Vessel built at	Chester, Pa.	By whom	Sun S. B. & Dry Dock Co.	When	1945	Year. Month.
Tonnage	Net	6314	Engines made at	Leanette, Pa.	By whom	Elliott Co.	When	1945	
Nominal	Horse Power		Boilers, when made (Main)		(Donkey)				
No. of Main Boilers			Owners	Stanley S.S. Co. Ltd.	Owners' Address				
No. of Donkey Boilers			Managers	J. H. Billmeier & Co. Ltd.	(If not already recorded in Appendix to Register Book.)				
Steam Pressure— in Main Boilers			If Surveyed Afloat	* in Dry Dock	Wilton - Tyne	Port	London	Voyage	Adrian
in Donkey Boilers			(State name of Dock.)			Particulars of Classification (which must be inserted)			

ast Report No. _____ Port

particulars of Examination and Repairs (if any) Compl Lmc

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 subject.

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?

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

” ” Donkey ”

not, state for what reasons

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?

the latest date of internal examination of each boiler

1 the Surveyor examine the Safety Valves of the Main Boilers?

1 the Surveyor examine the Safety Valves of the Donkey Boilers?

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

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

the Surveyor examine all the mountings of the Main Boilers?

the screw shaft now been drawn and examined? no

shaft now been changed? ✓ If so, state reasons

an approved oil retaining appliance fitted at the after end?

corn bush 3 km Is electric light and/or p

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.

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

Asses placed in de dock, propeller steenbush and fastenings good.
 Run the main propulsion motor spider and found several cracks in same, cut
 out and welded. Filling pieces have now been fitted and electrically welded to the spider
 frame at the hub.

amines main - and start aux inboard turbines, rotors, stators, gear ring. Thrust shaft.
main - and aux condenser, tested -

all pumps and pumping arrangements exist except bilge pumps, aux feed pumps
previously done.)

Evaporators ex^{nm} - 1 of each, feed heaters ex^{nm} & tested. Lub. oil coolers ex^{nm}, tested
in compressors & air vessel ex^{nm}

cellular installation ~~exam~~ and tested as required by the Rules

Boilers extⁿ intern, extⁿ, mountings & super heaters. Safety valves adjusted to above pressure.
Fuel installation & fire extinguishing appliances extⁿ - to be cont -

eral Observations, Opinion, and Recommendation:—The machinery of this vessel is in good
(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, BS 9,11, &MS 9,11, &LMC 9,11 or &LMC 140 lb., PD, &c.)
condition and in our opinion eligible to ~~remain~~^{be} classes with fresh
cost of &MC 12-43-

Fee (per Section 29).....	\$ 450.00	Fees applied for 30/12 19 99
Damage or Repair Fee (if any) _____ (per Section 29.)	\$ 150.00	
electr.	\$ 180.00	Received by me,
elling expenses (if chargeable) _____	\$ 50.00	19

Committee's Minute

signed _____ LMC 12.49

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

003006-003012-0062 1/2

5/5 "STANMORE"Electric EquipmentI Propelling Machinery

The main propulsion motor has been opened and examined and electrically found in good condition.

The rotor spider showed several cracks, which have been repaired (see before) after repairs the installation is megger tested and tried out under working conditions with satisfactory results.

II Lighting and Auxiliary Installation

The lighting fittingsⁱⁿ between deck spaces are replaced by flame-proof fittings and the switches thereof are placed in safe positions.

The motor of the starboard steering equipment, the main circulation pump motor and auxiliary generator No 1. have been overhauled.

The pilot light circuits of several motors originally supplied from the 440 volt A.C., which light not switched off when the starter isolating switch is open, are now connected to transformers, which have been fitted to reduce the voltage of the pilot light circuits to 24 volts.

The whole installation is examined and megger tested with satisfactory results.

M. Rath