

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

2 JAN 1950

Date of writing Report 20-12-49 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Schiedam Date. First Survey 5-12-49 Last Survey 20-12-1949  
Reg. Book. 26746 on the Machinery of the Wood, Iron or Steel STANMORE (No. of Visits 10)

Tonnage { Gross 10708 Vessel built at Chester, Pa By whom San S. B. Dry Dock Co. Year. Month. 1945  
 Net 6314 Engines made at Leanette, Pa By whom Elliott Co. When 1945  
 Nominal Horse Power 6 Boilers, when made (Main) (Donkey)  
 No. of Main Boilers 6 Owners Stanhope S.S. Co. Ltd. Owners' Address Madan  
 No. of Donkey Boilers 6 Managers J. A. Billmeier & Co. Ltd. (if not already recorded in Appendix to Register Book.)  
 Steam Pressure 150 in Main Boilers 150 Port London Voyage Madan  
 in Donkey Boilers 150 If Surveyed Afloat ✓ in Dry Dock Wilton - Tyne (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER.                    | Years assigned or expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|-------------------------------|----------------------------|---|
| 100A1                         |                            |   |
| (Classification contemplated) |                            | B.S. 7.48   |
| Examined 8.48                 |                            | C.L. 7.48   |
| Examined 11.48                |                            |   |
| Examined 12.48                |                            |   |

Last 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 case.

Where 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 ✓

Has 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? Yes

Donkey " " " " ✓

What parts of the Boilers could not be thus thoroughly examined? All parts accessible

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) good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 150 lb. at request of owners.

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

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

Has the screw shaft now been drawn and examined? no Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

Has the shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the stern bush 3 mm Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done. Completed

Vessel placed in dry dock, propeller sternbush and fastenings good.

Examined main and starboard inboard turbines, rotors, stators, gear ring, thrust shaft.

Examined main and aux condenser, tested.

All pumps and pumping arrangements examined except bilge pumps & aux feed pump (previously done).

Evaporators examined - bilfuel, feed heaters examined & tested. Lub. oil coolers examined & tested.

Compressors & air vessel examined.

Electric installation examined and tested as required by the Rules.

Both boilers examined interior, exterior, mountings, superheaters. Safety valves adjusted to above pressure.

Bilfuel installation & fire extinguishing appliances examined. to be cont.

General 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, B5 S.11, B&MS S.11, LMC S.11 or LMC 140 lb., FD, &c.)

Condition and in our opinion eligible to be classed with fresh

class of LMC 12-49

Fee (per Section 29) 450.00 Fees applied for 30/12 1949

Damage or Repair Fee (if any) 150.00 Received by me, W. B. B. B.

Printing expenses (if chargeable) 100.00 19 19

Committee's Minute FRI 31 MAR 1950

Signed LMC 12.49

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003006-003012-0062 1/2

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

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 fittings<sup>in</sup> 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. B. B.