

Rpt. 9

Date of writing report 1-12-55 Received London 9961 037 2 Port MARSEILLES No. 11941
Survey held at MARSEILLES No. of visits 24 First date 9-7-55 Last date 26-11-55

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 28229 Name S.S. "STANBELL" Gross tons 10341 Date of build 1943.12
Owners STANHOPE S.S. CO LTD Managers J.A. BILLMEIR Port of Registry LONDON
Engines made 1943 By N.E. MARINE ENG. CO (1938) LTD. NEWCASTLE Type T 3 CYL.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 220 lbs
No. of Aux./Donkey Boilers 1 W.P. 1
Surveyed Afloat or in Dry Dock BOTH
Nature of Survey COMPLETE LMC
Was Damage Report issued? No Int. Cert.? YES
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
1100 A1 1.54	LMC 1.52
SS M&B 1.52	BS 1.54
	TSC 8.53
	Settled for oil fuel 12/43

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers GOOD Wear Down of Stern Bushes 4.8 mm Oil Glands Sea Connections GOOD
Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? No Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.)
1 Cyls., Covers, Pistons & Rods GOOD
2 Valves & Gears GOOD
3 Connecting Rods, Top Ends & Guides GOOD
Centre
4 Crankpins & Bearings Side
Centre GOOD
5 Journals & Bearings GOOD

MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS GOOD
24 INTERMEDIATE SHAFTS & BEARINGS GOOD
25 HOLDING DOWN BOLTS & CHOCKS GOOD
26 CONDENSERS (MAIN & AUX.) GOOD
27 STEAM RE-HEATERS GOOD
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES GOOD
30 MAIN ENGINE DRIVEN PUMPS GOOD

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? YES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is eligible in my opinion to remain as classed and to receive the notation of LMC 11.55 and SPS 11.55 now.

Date of Committee TUESDAY 10 JAN 1956
Decision + LMC 11.55
SPS 11.55

30m. 5.54. T. CERTIFICATE WRITTEN. Engineer Surveyor to Lloyd's Register of Shipping

004512-004519-0101

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32 Essential Independent Pumps (Identify by position) *San engine, O.F. service pumps (2); each 2 after feed pumps. P.S. dynamo engines. circulating pump and engine, O.F. transfer pump, G.S. pump, ballast pumps, domestic F.W. pump.*

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls *GOOD*
Ballast & Bilge pumping arrangements for new Ore lugs 11th as per P.L. 55448 approved 11/1/55 all tested.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? *YES also in Pump Room.*

35 Fresh Water Coolers *✓* 36 Lub. Oil Coolers *✓* 37 Heaters (state service) *O.F. HEATERS GOOD*

38 Independent Air Compressors, Coolers & Safety Devices *✓*

39 Air Receivers & Safety devices—Main *✓* 40 Auxiliary *✓*

41 Oil Fuel Tanks (Not forming part of hull structure) *✓*

42 Evaporator *GOOD* 43 Have Evaporator Safety Valves been tested under steam? *YES*

44 Steering Machinery *GOOD* 45 Windlass *GOOD* 46 Fire Extinguishing Arrangements *GOOD*

AUXILIARY ENGINES (Identify by position) *PORT & STARBOARD STEAM DYNAMO ENGINES.*

PROPULSION		ELECTRICAL EQUIPMENT	
	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors <i>GOOD</i>
b Exciters			m Motors <i>GOOD</i>
c Air Coolers			n Switchboards & Fittings <i>GOOD</i>
d Motors			o Circuit Breakers <i>GOOD</i>
e Air Coolers			p Cables <i>GOOD</i>
f Control Gear, Cables, etc.			q Insulation Resistance <i>GOOD</i>
g Insulation Resistance			r Steering Gear Generators and Motors <i>✓</i>
h Insulating Oil Test			s Navigation Light Indicators <i>GOOD</i>
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN *PORT 2-11-55 CENTRE 2-11-55 GOOD* AUXILIARY, DONKEY or PRESS *GOOD*
STARBOARD 2-11-55 GOOD

Superheaters *GOOD*

Safety Valves *ALL B.L.R.S. GOOD*

Mountings, Doors & Fastenings *GOOD*

Safety Valves Adjusted to { Sat. *220 lbs/□"*
Spt. *220 lbs/□"*

Boiler Securing Arrangements *GOOD*

Main Economisers *✓* Exhaust Gas Heated Economisers *✓*

Steam Heated Steam Generators *✓* Steam Generator Safety Valves Adjusted to *✓*

Were Oil Burning System & Remote Controls examined working in accordance with Rules? *YES* Forced Circulating Pumps *✓*

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? *YES* Funnel *GOOD*

EXAMINATION & TESTING OF STEAM PIPES (State material) *GOOD*
S.D. STEEL
Main *SELECTED LENGTHS TESTED 440 lbs/□" EXAM'D* Auxiliary (over 3 in. bore) *✓*

Were Copper Pipes annealed? *✓* Have Saturated Pipes in cylindrical boiler smoke boxes been tested? *YES*

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

W&T Repairs. Handshaft lifted all main bearings re-metalled. Port centre & starboard bilges all plain tubes renewed, bilges tested hydraulically to 230 lbs/□" and found tight. All superheaters renewed & tested in ship to 240 lbs/□" large pumps now used for ballast opened out & examined & found in good order.

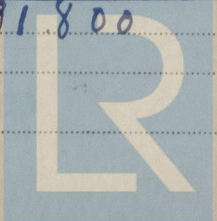
LEAVE THIS SPACE BLANK

Survey fees *Inv. 176,000.-*

Damage fee *Inv. 2,000.-*

Expenses... *Inv. 13,800.-*
131,800

Date when A/c rendered



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