

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

(Received at London Office 25 AUG 1948)

Date of writing Report 19..... When handed in at Local Office 25 AUG 1948 19..... Port of NEWCASTLE-ON-TYNE

No. in Survey held at HEBBURN ON TYNE Date First Survey 28/1/48 Last Survey 30/7/48 19.....
Reg. Book. 43881 on the Machinery of the Wood, Iron or Steel "STANFIRTH" ex "BEAULY FIRTH" (No. of Visits.....)

Tonnage { Gross 4285 Vessel built at SOUTH SHIELDS By whom J. READHEAD & SONS LD When 1945 6
 Net 5144 Engines made at SOUTH SHIELDS By whom J. READHEAD & SONS LD When 1945
 Nominal 663 MN Boilers, when made (Main) 1945 (Donkey) ✓
 Horse Power 358 Owners STANHOPE & S. CO. LD. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 358 Managers J.A. BILLMEIR & CO. LD. Port LONDON Voyage
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock HAWTHORN LESLIE DRYDOCK Particulars of Classification which must be inserted
 Steam Pressure in Main Boilers 220 lbs (State name of Dock.) & ALONGSIDE PALMERS (HEBBURN). precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

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.

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 ✓

as 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 " " " ✓

not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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. ALL 17.6.48

did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 220 lbs/sq"

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? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? ✓

Has the shaft now been changed? YES If so, state reasons. OWNERS REQUEST Has the shaft now fitted been previously used? NO Has it a continuous liner? YES

Is an approved oil retaining appliance fitted at the after end? NO State date of examination of Screw Shaft 22.7.48 State the wear down in the

stern bush CLOSE 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? SEE SEPARATE REPORT.

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

How done:- Vessel placed in dry dock, Propeller, stern bush, & outside fastenings examined. Sea connections opened out & S.S. drawn in & examined. The following parts opened out and examined, viz:- Main Engine cylinders pistons, valves & chests: crankshaft pins & journals & main & Bottom end bearings: Thrust & Intermediate shafts: Main & Aux. condensers (Tested): Attached pumps, Ballast, circulating, G.S., Cold Feed, Air Feed, O.F. water pumps & O.F. Transfer pump: Air Engines: Pumping arrangements: Main Boilers opened out & examined internally & externally together with manhole doors & mountings: Superheaters, & safety valves adjusted to 220 lbs/sq": Steam pipes removed, stripped of lagging & hydraulically tested to 440 lbs/sq", New aux. steam pipes to dynamo engines hydraulically tested to 660 lbs/sq", All with satisfactory results: Steering Engine & Windlass opened out & examined.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is eligible (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, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.) in my opinion to be classed with record of + LMC. 4.48, and notations of S.S.-CL.N. 4.48, and "Fitted for Oil Fuel 6.45. Flash Point above 150°F"

by Fee (per Section 29) 64.0.0 Fees applied for 24 AUG 1948
 al Damage or Repair Fee (if any) 3.0.0
 NCE SUPERVISION
 elling expenses (if chargeable) £ : :
 Received by me, 19.....

Committee's Minute 24 SEP 1948

Signed Su F.E. moly.rpt.

Abulaz J. J. Ode & Self
 Engineer Surveyor to Lloyd's Register of Shipping.

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"STANFIRTH" ex "BEAULY FIRTH"

Main & Auxiliary machinery, steering engine, Windlass, and steam smothering installation tried under working conditions alongside wharf, also full power trials held at sea, all with satisfactory results.

Repairs now effected:-

I.S. renewed at request of owner, & existing I.S. exam^d, found satisfactory and retained on board as spare. New I.S. marked "LLOYDS No 4345. J.D. 23.6.48". Propeller renewed in Bronze, the marks as follows. "LLOYDS. 1.6.48: C.A.B.: R¹H 2225: P.M.B.: M.B. & B. Co. BIRKENHEAD:

SEMITAR: DIA. 15.24 - 12.19: SURFACE 110 ft: 8 TNS 3 CWT OQRS 14 TNS:

Some sea connections not now required have been removed and replaced with riveted & welded spigot patches: A few ferrules renewed in main condenser; Ballast pump bucket rings renewed & Suction & Delivery valves overhauled: Circ. pump valve spindle machined & neck & gland bushes renewed: Ford & Aft Independent feed pump water ends renewed complete with suction & delivery valves by G.T. Weiss, No 186559: Upper O.F. unit pump Oil chamber rebored & bucket & rings renewed, Piston rings renewed & suction & delivery valves overhauled:

Lower O.F. unit pump Steam cylinder renewed & piston rings renewed, Oil chamber rebored & bucket & rings renewed, suction & delivery valves overhauled.

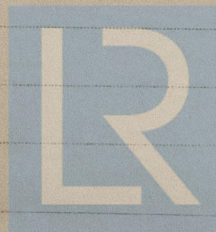
1 Plain tube in centre furnace of centre boiler renewed, and flange of internal feed pipe repaired with B.W.: Original O.F. Transfer pump dispensed with and replaced by steam driven Weiss type pump No. 222350: A new duplex horizontal sanitary pump has been installed in P. side of L.R. marked "Worthington Simpson 6" x 3 3/4" x 6" Pump No. 5003276" Two generator steam driven units have been installed in L.R., the particulars of the engines as follows (For particulars of generators, see Electrical report)

Ford Engine:- "E. READER & SONS LD. NOTTINGHAM. ENG. REF. No. 24308

Aft Engine:- "E. READER & SONS LD. NOTTINGHAM. ENG. REF. No. 24309.

Other minor repairs effected as recommended.

Attached herewith Cert. No F. 4345 for new I.S., nut, & key complete.



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