

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

(Received at London Office

9- NOV 1955

Date of writing Report 28th Oct 1955

When handed in at Local Office 29 OCT 1955

Port of SUNDERLAND

No in Reg. Book. Survey held at

SUNDERLAND

Date.

First Survey 7th June

Last Survey 10th Oct 19 55

(No. of Visits 12)

28240 on the Machinery of the ~~Woolf Iron~~ Steel S/T. "STANFIELD"

Tonnage { Gross 9801
Net 5769
MN As Per Rule 657

Vessel built at Sunderland

By whom Sir James Laing & Sons, Ltd.

When 1943 11

Engines made at Newcastle

By whom N.E. Marine Eng. Co. (1938) Ltd.

When 1943 11

Boilers, when made (Main) 1943

(Donkey) -

Ltd.

Owners Stanhope S.S. Co. Ltd.

Owners' Address -

(if not already recorded in Appendix to Register Book.)

Managers J.A. Billmeir

Port London

Voyage -

If Surveyed Afloat or in Dry Dock Both

Main Boilers 220 lb/sq.in.

(State name of Dock) T.W. Greenwell & Co. Limited.

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

Report No.

Port

Particulars of Examination and Repairs (if any) Dkg., B.S., Brl. Repts. & S.R.L. * 100 A1

HULL	MACHINERY
* 100 A1	* LMC 2/53
2/55	BS. 3/54
SS. Ham. 3/54	TS. (CL) 2/55

Medical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and titles of any letters respecting this case.

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 special damage report been 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

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? -

Latest date of internal examination of each boiler Stbd. 20/9/55; Centre 23rd/9/55; Port 28/9/55

Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lb/sq.in.

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? No

Has the shaft now been changed? No 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 1/16" see attached.

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

Parts, when referred to by numbers, should be counted from foreward. Auxiliary machinery should be referred to by position in Machinery Space.

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

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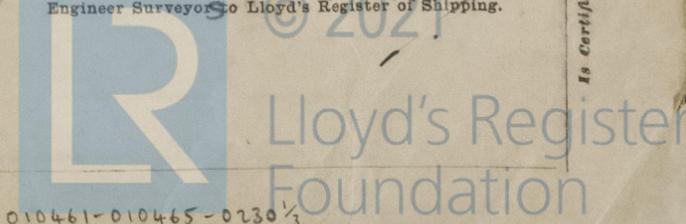
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Fee (per Section 23) B.S. £18 0 0
Boiler Repair Fee (if any) £15 0 0
Conv. £30 0 0
Day Attendance £5.5 0
Committee's Minute 9.10.55

Fees applied for, 8- NOV 1955
Received by me, R. W. Skinnard & B. A. Mans

R. W. Skinnard & B. A. Mans
Engineer Surveyors to Lloyd's Register of Shipping.



Signed See C of 59527

FRIDAY 13 JAN 1956

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

Is Certificate required? If so, to be sent to

CONTD.

M/T "STANFIELD"

FOLLOWER No.1

Port Boiler

and cracking in way of rivet holes.

Two chamber breast stays renewed due to corrosion wastage.

8 stay tubes renewed.

24 partition screw stays renewed.

22 wings screw stays renewed.

47 chamber back screw stays renewed.

2 plain tubes renewed in centre tube nest.

8 wrapper plate rivets renewed in starboard chamber.

Starboard chamber tube plate furnace throat landing edge partly built up with E.

Welding and a number of edge fractures cut out, veed and welded.

Centre Boiler.

The three corrugated furnaces now renewed.

15 partition screw stays now renewed.

12 wing screw stays now renewed.

33 chamber back screw stays now renewed.

9 plain tubes renewed in centre nest.

Starboard Boiler:- The three corrugated furnaces now renewed.

8 partition stays renewed.

12 wing screw stays now renewed.

40 chamber back screw stays now renewed.

8 plain tubes renewed.

The superheater elements removed from all three boilers, re-conditioned as necessary, one element renewed (See copy of Rpt.10 attached), and all refitted in good condition.

All mountings cleaned, reconditioned as necessary, minor repairs effected, and all refitted in good condition.

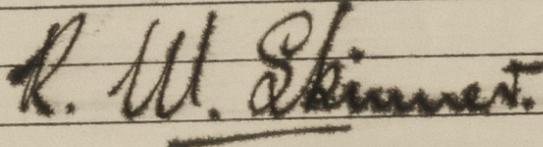
S.R.L.

Please refer Cardiff Report No: 59133.

As stated in above boiler repairs, all furnaces of the three boilers have now been renewed, which includes the recommended renewal of the Port Boiler port furnace, the Centre Boiler starboard furnace, and the Starboard Boiler port furnace.

It is submitted the reference "B.S. 3/55 on completion" may now be deleted from the S.R.List, and the subject to class "re furnaces", may now be removed.

On completion of all the above, each boiler examined under hydraulic test of 240 lb/sq.inch, and found sound and tight.



A Furnace Advice note covering the 9 M.S.Deighton Section Corrugated Furnaces is attached hereto.



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Lloyd's Register
Foundation

0230 2/4

s.s. "STANFIELD" Electrical Installation. Conversion to Ore Carrier

Consequent upon structural alterations to the above vessel's conversion to the carriage of Iron Ore, the undermentioned modifications to the Electrical Installation were carried out in accordance with the approved plans returned herewith, and under special survey with good materials and workmanship.

The main and sub-main cables between engine room, midships, and fore-castle formerly fastened to the fore and aft gangways were completely renewed with new cable and run and clipped to solid steel channel fastened to the starboard side of the new trunking now erected, and a protecting cover shield was fitted throughout the cable run.

The centre-castle (having been moved aft and re-sited) was completely rewired with new cable and fittings. The midships switch panel was modified to suit the new cable arrangements.

Structural alterations in the aft accommodation necessitated the rewiring of about 80% of the cabin circuits, with new cable and fittings.

In connection with the conversion, a new panel was added to the main switchboard to improve the control layout of the Radar, W/T, and Boat Hoist circuits.

The whole of the above alterations were tested at completion and found satisfactory and the insulation of all circuits was measured and found good.

(Opportunity was taken by the Owners to re-condition and re-varnish the two 15 Kw Generators on shore, and these were reinstated on board in good order. Similar opportunity was also taken to overhaul the Main Switchboard on site, and all connections were checked and found tight.)

GENERALLY. The electrical equipment of this vessel as now seen is in good order and safe-working condition. The Generators operated satisfactorily on load and the insulation resistance of all circuits in the vessel was measured and found good. This equipment is in my opinion suitable to remain as classed.

PER, S.S.O.C. | SEE REPORT @ B

B. R. Mann

27th October, 1955



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