

COPY

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

9 DEC 1951



Port Quebec, P.Q.

23rd November, 1951.

This is to Certify that

D. HALKETT

the undersigned Surveyor to this Society did at the request of

the Owner's Representative attend on board the Single Screw Steamer "STANROYAL" 9136 tons gross register of London on account of damage to the L.P. Turbine gear casing stated to have been caused through gear wheel and oil clutch moving aft along the shaft, on the 22nd November 1951, off Quebec P.Q., whilst on a voyage from Montreal to Falmouth in a loaded condition.

For further particulars please See Vessel's Log Book.

On examination of the Vessel as she lay afloat at Wolfe's Cove, Quebec P.Q., on the 22nd November, 1951., and subsequent dates.

FOUND

L.P. Turbine gear casing fractured and part carried away at the after end.

Intermediate gear wheel and oil clutch had moved approx. 1½" along the shaft.

RECOMMENDED

That the gear casing be opened up, gears dismantled, and examined and complete gear casing be renewed.

That the oil clutch be opened up for further examination & necessary repairs.

L.P. Turbine to be opened up for examination.

All removals required to effect the above repairs to be replaced in good order.

The above recommendations were made with a view to placing the Vessel in the same good and efficient condition she was in prior to the casualty in question but owing to the delay in procuring the required parts and the conditions on the St. Lawrence River the Owner's Representative requested that temporary repairs only be carried out at this time, to allow the Vessel to proceed on her present voyage.

(CONT'D)

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

28 DEC 1951

Ret. 10 (Cont'd)

23rd November, 1951.

TEMPORARY REPAIRS NOW DONE:- Gear case covers removed, Intermediate pinion removed, crated and efficiently stowed in Engine Room. Bearings of aft part of Intermediate pinion shaft, also for Intermediate gear wheel opened, brass shims fitted to top of journals and bearing caps bolted down to secured shafts from turning and gear case covers replaced Intermediate gear wheel also supported from overhead travelling crane beam.

Gear casing where fractured in way of after bearing 6" x 6" angle fitted and bolted to casing. Casting also supported by slings and turnbuckle to existing lifting eye pad on deck head above.

Steam and exhaust to turbine blanked off, and steam and exhaust and pipes efficiently secured. Lubricating oil pipes to reduction gearing blanked off.

On completion of temporary repairs Main and Auxiliary machinery tried under working conditions and found satisfactory.

*J. H. ...*

SURVEYOR TO LLOYD'S REGISTER.



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