

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "STANROYAL"

REPORT

Nwc. No. 105788

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

"The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement"—Extract from Sub-Committee's Report, 24/5/92.)

Survey ~~REPAIRS TO TURBINES AND BOILERS IN TO BE THROUGH~~

This vessel was built in 1929 to Germanischer Lloyd requirements and Classification with this Society is now desired.

Plans and First Entry Reports have been examined and the details are such as could be accepted.

The boilers have now been converted to burn oil fuel, in accordance with the approved plans.

Electrical installation completely renewed in accordance with the approved plans.

The vessel has been examined in dry dock and the requirements of LMC and Screw Shaft Surveys carried out.

Wear and tear repairs:- HP and MP cylinders and valve chests bored out.

All main bearing and bottom ends re-metalled.

Main condenser re-tubed.

A large amount of overhauling effected to the auxiliary machinery.

IT IS SUBMITTED that this vessel is eligible for the Records LMC 11.48,

"Fitted for oil fuel 11.48, F.P. above 150° F",

S (CL) 10.48.

Particulars for Register Book:-

Triple Expansion with LP turbine, D.R. gearing and hydraulic coupling

$34\frac{5}{8}$  " x  $53\frac{1}{16}$  " x  $86\frac{5}{8}$  " -  $57\frac{1}{16}$  "

5 SB 206 lb. Spt. F.D.

HS 24378 sq. ft.

MN 1468

The Newcastle Surveyors should be reminded that where approval of scantlings, etc. has been made in metric measurements, conversion to English measurements is not to be made, so as to obviate unnecessary extra work in this office. X

They should also be asked to confirm whether the machinery requirements for "Carriage of Vegetable Oil in Deep Tank Forward" have been complied with, in view of the negative statement on their Rpt. 4. X

Su Nwc. L. 7/3/29

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