

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

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 27 DEC 1948 19... Port of NEWCASTLE-ON-TYNE

Survey held at HEBBURN ON TYNE Date First Survey 30/12/47 Last Survey 26/11/48 19...
on the Machinery of the Wood, Iron or Steel "STANROYAL" (Ex "ISAR") (No. of Visits 81)

Gross 9026 Net 5637 Vessel built at HAMBURG By whom DEUTSCHE SCHIFF-U-MSCHB. A.G. VULCAN. Year. Month. 1929
Engines made at HAMBURG By whom VULCAN WERKE When 1929
Boilers, when made (Main) 1929 (Donkey) ✓
Owners STANHOPE S.S. CO. LD. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers J.A. BILLMEIR & CO. LD. Port LONDON. Voyage ✓
If Surveyed Afloat & in Dry Dock S.H. & W.R. WALLSEND, D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) & ALONGSIDE PALMERS (HEBBURN) CO. LD.

Particulars of Examination and Repairs (if any) CLASSIFICATION.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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.

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. ✓

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

Was a damage report made by anyone else? If so, by whom? ✓

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 PA. CA. & SA 28.10.48; SF. IS. 11.48; PF. 19.11.48. Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 206 lbs/sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now been changed? Yes. If so, state reasons Fractured. ✓

Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Latest date of examination of Screw Shaft 10.10.48. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Leewooded.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? See separate report.

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

If survey is not 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 & Y.S. drawn in & examined. The following parts opened out & examined, viz: - Main Engine cylinders, pistons, slide valves & steam chests; crankshaft pins & journals (lifted) & main & bottom end bearings; L.P. Exhaust Turbine rotor, stator, blading, journals, gearing & oil clutch; Thrust (Incorporated in L.P. Exh. Turbine); Intermediate shafting; Main & Auxiliary condensers (Tested); Attached pumps: Void. aft Feed pumps; Harbour Feed pump; G.S. pump; Ballast pump; Air pump; Void. aft Dynamo engines; Void. aft Lub. Oil pumps & L.O. Cooler (Tested); Feed Heaters (Tested); Evaporator (Tested); Boilers opened out & examined internally & externally together with manhole doors, mountings and

General Observations, Opinion, and Recommendation: - The machinery of this vessel is

eligible in my opinion to be classed with the record of L.M.C. 11.48 and the notations of Y.S.-CL 10.48 and "Fitted for oil fuel 11.48 F.P. above 150°F"

Stat: 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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Fee (per Section 29) CLASSIFICATION L.M.C. 80. 0. 0 ✓ Fees applied for

Supervision OF CONVERSION 26 5 0 ✓

Damage or Repair Fee (if any) IS 3. 0. 0 ✓

LATE FEES 21 0 0 ✓

Expenses (if chargeable) 6 6 0 ✓

Committee's Minute See minute on file

Signature: J.D. M. Phyllis & Self. Received by me, J. Southwell, 19... Engineer Surveyor to Lloyd's Register of Shipping.



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

"STANROYAL" (1)

Superheaters, and Safety valves adjusted under steam to 206 lbs/sq. in.

Steam pipes all removed, normalised, and hydraulically tested to 450 lbs/sq. in., afterwards examined internally & found satisfactory; Valves & Strainers

of pumping arrangements opened out & examined; Steering engine and Windlass: On completion of repairs, the main & Auxiliary machinery, Steering engine & Windlass examined under working conditions both alongside quay and at sea and found satisfactory.

Oil Fuel Installation:-

The vessel has at this time been fitted for oil fuel burning in accordance with approved Plans and Secretary's letters. The control of the oil fuel unit, Transfer pump, & Steam smothering installation in accordance with Rule requirements, and the Oil Fuel suction & pressure lines, and steam heating coils hyd. tested after jointing as required by the Rules.

Steam smothering system installed and tested on completion with satisfactory results. Tunnel damper secured in "open" position as required by the Rules for vessels fitted for burning oil or coal.

Repairs now effected:-

Y.S. renewed with spare (previously used); stem bush renewed;

HP & IP cylinders rebored ($34\frac{5}{8}$ " & $53\frac{1}{16}$ " respectively) HP piston modified & fitted with Lockwood & Carlisle type ring; barrier ring fitted to IP piston with

Ramsbottom type rings; HP & IP valve liners rebored & rings renewed; LP

slide valve face machined, and chest false face renewed; All piston rods

& valve spindles dressed & patent packing reconditioned; All main

bearings remounted and crankshaft rebedded & aligned; Bottom end

bearings remounted, bedded & adjusted; Driving half of oil clutch

for L.P. Exhaust turbine renewed; Main condenser retubed, and all inlet

ferules renewed at both ends, & water box division plate renewed;

Attached pumps suction & delivery valves overhauled; Fore & Aft Feed

pump water end liners renewed, buckets machined & piston & bucket rings

renewed. Aft pump bucket rod machined & neck & gland bushes renewed,

Suction & delivery valves & shuttle valve chest reconditioned;

Harbour feed pump piston & bucket rods machined & neck & gland bushes

renewed, suction & delivery valves & shuttle valve chest reconditioned;

Feed pipes annealed & hyd. tested to $2\frac{1}{2}$ w.P. & found satisfactory;

Ballast Pump cylinder & chamber rebored & piston & bucket rings renewed,

suction & delivery valves reconditioned; Circulating pump cylinder &

valve chest rebored, piston rings and piston valve renewed, main bearings

remounted & journals dressed, Impeller shaft renewed & Impeller machined

in way of sealing rings & sealing rings renewed; Air pump water

end liner & bucket rings renewed, Piston rod renewed & Bucket rod

machined & neck & gland bushes renewed, Foot, Head, & Bucket valves

reconditioned & Shuttle chest & middle gear overhauled;

A few tubes renewed in the main boilers, and a number expanded and

bedded, and combustion chamber seams caulked where leakage

evident; Centre box of air heater tubes renewed in each boiler;

Approximately 40% of combustion chamber back & wrapper plate stays

0250 ²/₃

"STANROYAL" (2)

and all combustion chamber top dog stays renewed; Boilers examined under hydraulic test of 210 lbs/sq" on completion of repairs and found tight; Superheater Headers & Elements removed and reconditioned by N.E. Marine Eng Co., Wallsend; Water gauges ^{double} shut off valves removed and replaced with cocks as per Rule requirements; "Y" piece originally fitted to take main & auxiliary feed checks now dispensed with and the feed checks refitted to the boilers with separate entries from the main & auxiliary lines; All mountings overhauled & reconditioned; Windlass bearings adjusted, intermediate shaft bearing keep studs renewed & piston rings renewed; Steering engine piston valve chambers rebored & piston valves renewed, slight ridges buffed off cylinders, and bearings dressed & adjusted; Other minor repairs effected as recommended

AB

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE

0250³₃



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Foundation