

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office SEP -7 1938)

Date of writing Report 10 When handed in at Local Office 6/9/38 Port of NEWCASTLE-ON-TYNE
No. in Book 1005 Survey held at South Shields Date, First Survey 1st Sep Last Survey 2nd Sept. 1938
(No. of Visits 2)

1005 on the Machinery of the Wood, Iron or Steel S.S. STANRAY
Gross 880 Vessel built at Rochester By whom Edwards Nepton When 1904-8
Net 516 Engines made at " By whom A. G. Nepton When 1904
Horse Power 98 Boilers, when made (Main) 1904 (Donkey) "
No. of Main Boilers 2 Owners Stanley S.S. Co. Ltd Owners' Address "
No. of Donkey Boilers - Managers J. C. Billmeier Ltd Port London Voyage "
Working Pressure - Main Boilers 170 If Surveyed Afloat or in Dry Dock Afloat
Donkey Boilers - (State name of Dock.) Bye Stock Engineering

Previous Report No. " Port "
Particulars of Examination and Repairs (if any) Part B.S.

Medical Surveys, when held, must be reported in detail and verbatim 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 details being detailed in the body of the report, should be briefly summarized 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 See Surveyor's letter 2-9-38.

Has a 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? Yes

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? "

What was not done, 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? "

What was not done, state for what reasons? "

Latest date of internal examination of each boiler 1-9-38 Present condition of funnel(s) Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? Yes

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? Yes

Has the screw shaft now been changed? Yes If so, state reasons "

Has the screw 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? Yes

State of examination of Screw Shaft Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Yes

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? Yes

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

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done "

At the request of the Owner's Representative attended on board vessel to examine the boilers for an intended voyage to Lyant. An examination found the general condition of the boilers to be such that it was recommended they were not to be used until repaired. See London Report N^o 106265.

It is stated the vessel will be towed to Lyant to be broken up.

General Observations, Opinion, and Recommendation:— The boilers of this vessel should 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, E.S. 9,11, E.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

to be used until repaired. P. 170 lbs to be removed from the Register Book.

Survey Fee (per Section 29) £ See Rpt Fees applied for 19
Special Damage or Repair Fee (if any) £ See Rpt Received by me, 19
Selling expenses (if chargeable) £ See Rpt

Committee's Minute See casually rpt.
Signed J. H. Matthews - L. G. Richardson
Engineer Surveyor to Lloyd's Register of Shipping.

DATE. 13 SEP 1938
Lloyd's Register Foundation

RETAIN

Is a Certificate required? If so, to be sent to

W 523-0137