

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

(Received at London Office)

7 MAR 1933

NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 3rd March 1933 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Blyth Date, First Survey 3rd Feb Last Survey 2nd March 1933 (No. of Visits 4)

2168 on the Machinery of the Wood, Iron or Steel *Sc* STANLEYVILLE

Tonnage Gross 671 Net 3915 Vessel built at Clydebank By whom J. Brown & Co. When 1920-4

Nominal Horse Power 630 Engines made at " By whom " When "

No. of Main Boilers 3 & B Boilers, when made (Main) 1920 Owners Huxley Bolckow (Donkey)

No. of Donkey Boilers 1 Managers Shipbreaking Co. Ltd. Owners' Address Blyth (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 105 lb. Port Blyth Voyage Japan

in Donkey Boilers " # Surveyed Afloat or in Dry Dock Blyth Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Blyth

Particulars of Examination and Repairs (if any) General Examination + 100 A1

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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

Was 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 3.2.33

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? P & S Yes

To what pressure were they afterwards adjusted under steam? 105 lb

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat

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

In accordance with instructions contained in the Classification Letter 13.1.33 also please see Antwerp Rpt. 18552 now done. The 3 main boilers opened up & examined throughout some tubes expanded in centre boiler & all now in order. All mountings opened up & overhauled excepting the stop & safety valves of the Centre boiler which were examined at Antwerp. The 3 boilers examined under steam and all safety valves now seen to blow at 205 lb.

Main & auxiliary machinery generally examined & partly opened up as required. The gearing was examined through sight doors. The lubricating oil system was thoroughly cleaned out & (Cont)

General Observations, Opinion, and Recommendation:—

(State 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, or L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery of this vessel so far as seen is eligible in my opinion to remain as classed for the voyage to Japan where she is proceeding direct.

If thought desirable a fresh record of 1383.33 might in my opinion be assigned

Survey Fee (per Section 29) £ :

Interim Certificate £ 21- -

Special Damage or Repair Fee (if any) £ :

Full Machinery £ :

Travelling expenses (if chargeable) £ :

Fees applied for 24.2.1933

Received by me 17/4/1933

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Committee's Minute

Assigned

TUE. 21 MAR 1933

FRI. 15 SEP 1938

Engineer Surveyor to Lloyd's Register of Shipping.

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W682-0343 G12

"STANLEYVILLE"

The tanks examined. All old lubricating oil was cleaned & new added & the total amount available is 1050 gallons approx which includes 200 gal spare. Oil pumps seen working & pipe connections in order.

Bilges cleared & pumps tested on same
Steam & oil strainers opened up & examined
Air pump generally overhauled

Steering engine tried under steam

Windlass tested after overhaul & using starboard anchor & cable during steam trial

Whistle tested. Water tight doors worked by hand as electric connections are disconnected.

The two steam driven dynamos tested under working conditions

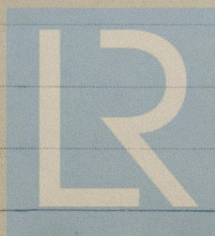
Engine room & bridge telegraph in order

Spare gear including spare carbon packing & thrust pads etc found sufficient.

Preliminary & final steam trials carried out at moorings & all found satisfactory.

The vessel sails for Japan in the course of a day or two.

T. J. Stoddart.



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