

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

(Received at London Office

7 MAR 1933

NEWCASTLE-ON-TYNE

Date of writing Report

When handed in at Local Office

3<sup>rd</sup> March 1933 Port of

No. in Reg. Book

Survey held at Blyth

Date, First Survey 3<sup>rd</sup> Feb

Last Survey 2<sup>nd</sup> March 1933

(No. of Visits 4)

on the Machinery of the Wood, Iron or Steel

So "STANLEYVILLE"

Tonnage

Gross 6715  
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

(Donkey)

No. of Donkey Boilers

1

Owners Hyles Bolckow

Owners' Address Blyth

Steam Pressure in Main Boilers

205 lb

Managers Shipbreaking Co Ltd

(if not already recorded in Appendix to Register Book.)

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

B & T

## Particulars of Examination and Repairs (if any)

General Machinery + 100 A1

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

Yes

To what pressure were they afterwards adjusted under steam?

205 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?

3

Yes

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Yes

, 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? If so, state reasons

No

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 vite 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 Clearance 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.

## 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 B.S. 9,11 might in my opinion be arranged.

Survey Fee (per Section 29) £ : :  
Interim Certificate Special Damage or Repair Fee (if any) 21 - -  
Full Machinery Travelling expenses (if chargeable) £ : :

Fees applied for 24.2.1933

Received by me 17/4/1933

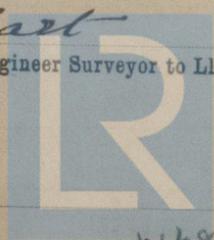
Committee's Minute

TUE. 21 MAR 1933

Assigned

FRI. 15 SEP 1938

Engineer Surveyor to Lloyd's Register of Shipping.



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W682-0343 (1/2)

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

"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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W682-0343 (2/2)