

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

(Received at London Office)

THU. FEB. 15, 1917

Date of writing Report 13th Feb 1917 When handed in at Local Office 13th Feb 1917 Port of NEWCASTLE ON TYNE
 No. in Reg. Book. 1846 Survey held at Jarrow Date, First Survey 3rd Jan Last Survey 2nd July 1917
on the Machinery of the Wood, Iron or Steel S. S. Stanley Master H. Wheatley
 Tonnage { Gross 3987 Vessel built at H. Hartlepool By whom Wm. B. S. & Co. When 1914
 Net 2482 Engines made at Stockton By whom Blair & Co. When 1914
 Registered Horse Power 435 Boilers, when made (Main) 1914
 No. of Main Boilers 2 Owners G. P. & Co. Port H. Hartlepool Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock
 Steam Pressure in Main Boilers 180 (State name of Dock.) Merchantile S.D.
 in Donkey Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage to Docking

(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. Not required Was a damage report made by anyone else? If so, by whom? Mr. Wilson for Underwriters

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " No

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?

To what pressure were they afterwards adjusted under steam? not due for survey

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?

, and of the Donkey Boiler?

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?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

No Is it fitted with continuous liner?

Yes or two liners?

Yes or is it without liners?

Has shaft now been changed? No If so, state reasons

Is the shaft now fitted now?

Yes Has it a continuous liner?

Yes or two liners?

Yes or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

Being to the removal of plates in way of the sea cocks (Repairs of damage) all the sea cocks were removed and on the repairs being completed, the sea cocks were again fitted and the pipes connected to them.

Examined the propeller, aft end of stern bush & the fastenings of the sea cocks.

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, 14, 16, F.D., &c.)

So far as seen the machinery of this vessel is now in good condition and is in my opinion eligible to remain as classed in the register book without fresh record of survey.

Survey Fee (per Section 25) £

Fees applied for

Special Damage or Repair Fee (if any) £ 2.2.0

14 FEB 1917

Travelling Expenses (if chargeable) £

Received by me, 16.2.1917

George Murdoch

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. FEB. 20, 1917

Assigned

As above



Lloyd's Register
Foundation

It is submitted that
this vessel was to
remain UNCLASSIFIED.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

27/11
16.2.14

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11/11

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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