

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

(Received at London Office FEB 20 1941)

Date of writing Report 18/1/41 When handed in at Local Office 18/1/41 Port of Barrow

No. in Reg. Book 83301 Survey held at Barrow Date, First Survey 14/1/41 Last Survey 13/1/41 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel M/S. STONL FISHER

Tonnage { Gross 498 Vessel built at Barrow By whom Vickers Armstrongs Ltd Year. Month. 1937-2
 Net 453 Engines made at Glasgow By whom British American Ltd When 1937
 Nominal Horse Power 125 Boilers, when made (Main) ✓ (Donkey) ✓
 No. of Main Boilers ✓ Owners James Fisher & Sons Ltd. Owners' Address Barrow Voyage Barrow
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ 14 Surveyed Afloat or in Dry Dock ✓ Barrow
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 2780 Port Bow

Particulars of Examination and Repairs (if any) + Line (CS)

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

" " 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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 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?

and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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

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 date of examination of Screw Shaft

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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The + Line (CS) Survey will be advanced as opportunity offers.

How done:- Examined all cylinders, cranks, pistons, No. 1 & 4 crankpins, & bottom ends. Fuel valves & gear & found in good order.

Repairs:- New fuel spray valves fitted throughout main engines.
 Piston rings
 No. 1 bottom end bolts renewed.

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

The machinery of this vessel as far as seen is in good order & eligible in my opinion to remain as classed with notation + Line (CS) with date when the survey has been completed.

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

Committee's Minute

Assigned

TUE. 4 MAR 1941

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W81-0058

C.S. advised

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

Yours

28.2.41



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Foundation