

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 27th Oct. 1952 When handed in at Local Office 19 Port of Leith Harbour, South Georgia

No in Reg. Book. 932 Survey held at Leith Harbour, S.S. Date. First Survey 22.5.52 Last Survey 24.5. 1952  
(No. of Visits. Numerous)

77 on the Machinery of the ~~Wooden~~ Steel S/W "STINA"

Tonnage { Gross 251 Vessel built at Middlesbrough By whom Smiths Dock Co. Ltd. Year. Month. When 1928 8  
 Net 90 Engines made at Middlesbrough By whom Smiths Dock Co. Ltd. When 1928  
 Nominal Horse Power { Boilers, when made (Main) 1928 (Donkey) N.A.  
 Owners The South Georgia Co. Ltd. Owners' Address Jersey  
 No. of Main Boilers 1 Managers Chr. Salvesen & Co. Port Jersey Voyage Whaling Purposes  
 No. of Donkey Boilers N.A. If Surveyed Afloat or in Dry Dock Afloat in Leith Harbour  
 Steam Pressure— (State name of Dock.) and in Strömness Floating Dock.  
 in Main Boilers 200 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers N.A.

Last Report No. Port Particulars of Examination and Repairs (if any) Boiler Survey

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

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 N.A.

as a damage report made by anyone else? If so, by whom? N.A.

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Donkey " " " " N.A.

not, state for what reasons N.A. What parts of the Boilers could not be thus thoroughly examined? N.A.

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? N.A.

Date latest date of internal examination of each boiler May 1952 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lb/sq.in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? N.A. To what pressure were they afterwards adjusted under steam? N.A.

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

Did the Surveyor examine the drain plugs of the Main Boilers? N.A. and of the Donkey Boilers? N.A.

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? N.A.

Has the propeller shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? N.A. If so, state reasons N.A. Has the shaft now fitted been previously used? N.A. Has it a continuous liner? N.A.

Is an approved oil retaining appliance fitted at the after end? N.A. State date of examination of Screw Shaft N.A. State the wear down in the shaft 0.056"

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

The vessel was placed on blocks in Strömness Floating Dock on 22nd. May 1952. The propeller and shaft were examined and found to be in good condition apart from some corrosion at the propeller blade tips, which was made good by welding. All outside fastenings to sea connections were examined and found to be in good order.

The boiler was examined internally and externally, together with its mountings on 23rd. May 1952, and all found or placed in good condition. The safety valves were adjusted under steam as stated above. The oil fuel and steam smothering installations were generally examined and tested under working conditions.

The machinery was not examined at this time.

General Observations, Opinion, and Recommendation.— The boiler of this vessel is in good condition and (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, BS 9,11, B&MS 9,11, & LMC 9,11 or & LMC 140 lb., FD, &c.)

It is in my opinion to remain as classed with fresh record of BS 5.52.

Fee (per Section 20) See Rpt. 8 £ 4.00 Fees applied for 19  
 Damage or Repair Fee (if any) £ - - - - - Received by me, 19  
 (per Section 20.)  
 Other expenses (if chargeable) £ - - - - -

THU 19 MAR 1953

BlrS 5.52

J. C. Stott 020  
Acting Surveyor to Lloyds Agent.

Lloyd's Register Foundation

003884-003894-0037

TO WRITE ACROSS THIS MARGIN.

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

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