

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 548.

(Received at London Office

13 MAR 1956

Writing Report 12th. Jan. 1956. When handed in at Local Office

Port of South Georgia

Survey held at Leith Harbour, S.Ge.

Date.

First Survey

6.10.55

Last Survey

11.1.1956

(No. of Visits) Numerous

on the Machinery of the ~~XXXXXX~~ Steel

S/W "STORA"

Gross 341

Vessel built at Middlesbrough

By whom

Smiths Dock Co. Ltd.

Year. Month.

Net 122

Engines made at

- " -

By whom

- " -

When 1929 9

Boilers, when made (Main) 1929

(Donkey)

N.A.

When 1929

Owners The South Georgia Co. Ltd.

Owners' Address

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

Managers Chr. Salvesen & Co.

Port

Leith

Voyage Whaling Purposes

If Surveyed Afloat or in Dry Dock Afloat at Leith Harbour and in Strömness Drydock.

Boilers 200

Boilers N.A.

Port No. 505

Port Leith Harbour, S.Ge.

Years of Examination and Repairs (if any) Annual Boiler Survey

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case

Where the Surveyor has not made a special damage report he is required to state whether he offered his

for this purpose, and why they were declined

N.A.

Report made by anyone else? If so, by whom?

N.A.

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

Donkey

N.A.

for what reasons

N.A.

What parts of the Boilers could not be thus thoroughly examined? N.A.

Means, in the absence of internal examination, were adopted by the

N.A.

date of internal examination of each boiler

7.1.56

Present condition of funnel(s) Efficient

Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 200 Lbs/sq.in.

Surveyor examine the Safety Valves of the Donkey Boilers? N.A.

To what pressure were they afterwards adjusted under steam? N.A.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boilers? N.A.

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

, and of the Donkey Boilers? N.A.

Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers? N.A.

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

Shaft 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.

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

0.033"

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

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

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

Vessel was placed on blocks in Strömness Floating Dock on 25th. October 1955, when the propeller, shaft and all outside fastenings to sea connections were examined and found to be in good order. Boiler was examined internally and externally together with its mountings and all found or placed in good order. The safety valves were adjusted under steam as stated above. The oil fuel and steam piping installations were examined and tested under working conditions. Collision chocks and rollers examined and found in good conditions.

Engine together with the thrustblock and all auxiliary machinery were opened up, examined and found in good order.

:- All boiler plain tubes, 415 in number were renewed. All uptake tubes, 344 in number were renewed. All boiler stay tubes expanded. Port High C.C.:- Renewed 3 back stays, 3 stay tubes and 1 wrapper plate stay. Port Lower U.C.:-Renewed 1 stay tube and 4 wrapper plate stays. Starb.Low C.C.:-Renewed 3 wrapper plate stay and 2 stay tubes. Boiler hydraulically tested to 240 lbs/sq.in.

Observations, Opinion, and Recommendation:-

Cont'd. on Rpt. 9a.

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 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 140 lb., FD, &c.)

CS 3,34

The boiler of this ship is in good condition and eligible in my opinion to remain as classed with fresh record of BlrS 1.56.

Section 29) BS £ 5: 0: 0

Fees applied for

or Repair Fee (if any) £ : :

Received by me,

charges (if chargeable) £ : :

19

Minute

THURSDAY

3 MAY 1956

MBS 1.56

AB 5.1.56

CERTIFICATE WRITTEN

Noted for Header

Surveyor to Lloyd's Agent.

L. Hansen Zilman 2020

005239-005248-0194 1/2

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

13 MAR 1956

Repair Cont'd.:-

The main engine and all auxiliary machinery were completely overhauled and renewals made where found necessary.

I.P. top and bottom end bearings remetalled. L.P. valve rod guide renewed.

H.P., I.P. & L.P. piston rod metallic packings and valve rod packings renewed.

The valves, cocks, pipes and strainers of the pumping arrangements examined and found to be in good order. Electrical equipments examined and tested as required by the Rules.

Klausen Gilland
Surveyor to Lloyd's Agent

R.



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