

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

(Received at London Office

ALEXANDRIA

Date of writing Report 20th. June, 49.

When handed in at Local Office

Port of

No. in Survey held at ALEXANDRIA

Date. First Survey 8/6/49

Last Survey 16/6/49

Reg. Book.

(No. of Visits 3)

75845 on the Machinery of the ~~Woolf Iron~~ Steel Screw Steamer "STAL"

Tonnage { Gross 2242 Vessel built at Copenhagen By whom A/S Baltican Vaerftet When 1921 10
 Net 1312 Engines made at Finspong By whom Svenska Turbinfabriks When 1921 10
 Nominal 221 Boilers, when made (Main) 1921 10 (Donkey) A/B Ljungstrom
 Horse Power of Main Boilers 2 Owners D/S A/S Myren Owners' Address
 of Donkey Boilers Managers Holm & Winsild (if not already recorded in Appendix to Register Book.)
 Main Pressure Port Copenhagen Voyage
 Main Boilers 200 If Surveyed Afloat or in Dry Dock Afloat
 Donkey Boilers (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) COMPLETION B.S.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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. See London's letter dated 24/5/49. Ref. 'H'

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.

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? Port Boiler only.

Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler Port Boiler 16/6/49.

Did the Surveyor examine the Safety Valves of the Main Boilers? Port Boiler - Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Port Boiler - Yes, and of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Port Boiler - Yes, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Port Boiler - Yes, and of the Donkey Boilers?

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

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

State date of examination of Screw Shaft State the wear down in the approved oil retaining appliance fitted at the after end?

Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO

The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NO

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

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

Now done:-

Port Boiler examined internally and externally together with doors, mountings and fastenings. Port Boiler examined under steam and its safety valves adjusted.

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, ES 9,11, & MS 9,11 to LMC 9,11 or LMC 140 lb., PD, &c.)

is in good and efficient condition and eligible in our opinion, to remain as now classed and to have fresh record of B.S. 2-49, as previously recommended.

Fee (per Section 29) LE 10.000

Additional Damage or Repair Fee (if any) £ : : LE 1.400

Selling expenses (if chargeable) LE 5.000 m/ms.

Surveyor's fee (included in above) LE 5.000 m/ms.

Committee's Minute TUES. 12 JUL 1949

Assigned B.S. 2.149

Fees applied for 20/6/1949.

Received by me,

19

The Machinery of this vessel, as now seen,

CLM Waples & Co. Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

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

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

BS den 11.48 party held 2.49
now complete.

It is submitted that this
essel is eligible for THE
RECORD. BS 2.49.

2.4
11/2/49

