

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

(Received at London Office

Date of writing Report 24 - 2 - 1949

When handed in at Local Office 19

Port of Hamburg

No. in Survey held at Hamburg.

Reg. Book.

Date. First Survey 3 - 2 - 49 Last Survey 5 - 2 - 1949

75845 on the Machinery of the Wood, Iron or Steel

"STAL"

(No. of Visits 3)

Tonnage { Gross 2242  
Net 1312

Vessel built at Copenhagen

By whom A/S Baltica Vaerftet

When 1921 10

Nominal 221 MN

Engines made at Finspong

By whom Svenska Turbinfabriks

When 1921 10

Main Boilers 2SB(Spt)

Boilers, when made (Main) 1921

(Donkey) A/B Ljungstrom

Donkey Boilers

Owners D/S A/S Myren

Owners' Address

Main Boilers 200 lbs

Managers Holm &amp; Wonsild

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

Port Copenhagen

Voyage

Donkey Boilers

If Surveyed Afloat or in Dry Dock afloat

(State name of Dock.)

Howaldtswerke

Report No. 6888 Port

NOR

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A 1		+ LMC 2,46
Shelter dk		BS 11,47
with freeboard		OG 7,48
127,48		
ssELs. 2nd-No. 3-3,46		

Particulars of Examination and Repairs (if any) BS &amp; Main Engine

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.

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? boiler

" " Donkey " " " "

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

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?

What is the latest date of internal examination of each boiler? starbd. 3/2/49

Present condition of funnel(s) good

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

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? Starbd. boiler, 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? Starbd. boiler, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? 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?

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

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?

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

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

BS 2,49 port boiler remains to be surveyed.

Now done.

Starbd. boiler examined internally and externally together with superheaters, mountings, manholes, doors and fastenings.

Safety valves adjusted under steam to pressure stated above.

Main turbine opened out and examined together with forward and after reduction gearing and bearings.

Permanent repairs now done.

Starbd. boiler.

Main feed check valve chest rejoined to boiler shell and securing nuts renewed.

Minor repairs effected to mountings.

Main Ljungstrom turbine.

Spare turbine rotor fitted and existing rotor cleaned and placed on board as spare.

p. t. o.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as now seen is eligible

(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.)

in my opinion to remain as now classed with fresh record of BS 2,49 when the port boiler has been surveyed.

Survey Fee (per Section 29) BS (Spt) £ 8 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any) £ 8 : 8 : 0

(per Section 29.)

Received by me, 1949

Travelling expenses (if chargeable) £ : 9 :

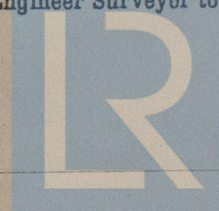
Committee's Minute

TUES. 5 APR 1949

Assigned

Deferred for comp. BS

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

W1039-0089

N.O. 3/2



Main engines tried under working conditions on completion of repairs.

Int. Cert. B1 issued.

Thomas D. Potts



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Foundation