Rpt. 9.

No. 64.

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

(Received at London Office 24 FEB 1950)

Date of writing Report 18. 2. 1950 When handed in at Local Office 19. 2. 1950 Port of ROUEN.

No. in Reg. Book. 26694 Survey held at ROUEN. Date. First Survey 5-11- Last Survey 12-12- 1949 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron~~ or Steel S.S. STAL

Tonnage { Gross 2242 Net 1312

Nominal Horse Power 221 NM.

No. of Main Boilers 2S

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 200 lbs

in Donkey Boilers ✓

Vessel built at COPENHAGEN. By whom A/S BALTICA VAERFTET. When Year 1921 Month 10

Engines made at ~~EINSBORG~~. By whom SVENSKA TURBINFABRIKS A/B (LINDE'S TEAM) When 1921

Boilers, when made (Main) 1921 (Donkey) ✓

Owners ~~D/S A/S MYREN~~. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers HOLM & WOWSEN. Port COPENHAGEN. Voyage ✓

If Surveyed Afloat or in Dry Book BOTH. FLOATING DOCK ROUEN. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & 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 AF~~		~~+LMC 2.46~~
SINGLETON WITH		~~B.S. 2.48~~
FWD. 12.48.		O.G. 7.48.
BS. BLS 2ND 3RD - 346		

Last Report No. Port RECOMMENDATIONS WORKS UK OR EUROPE.

Particulars of Examination and Repairs (if any) DAMAGE

(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.

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 YES. NOT REQUIRED

Was a damage report made by anyone else? If so, by whom? UNDERWRITER'S SURVEYOR.

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

" " Donkey " " " ✓

If 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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

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

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? ✓, 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 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 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 stern bush ✓ 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 ✓

DAMAGED STATED TO HAVE BEEN SUSTAINED THROUGH GROUNDING IN THE RIVER SEINE ON THE 4TH - 5TH NOVEMBER 1949.

OWNER'S & UNDERWRITERS REPRESENTATIVE'S MADE REQUEST FOR RECOMMENDATIONS WITH A VIEW TO VESSEL PROCEEDING UNDER OWN POWER TO A PORT IN THE UNITED KINGDOM OR EUROPE, AND THE FOLLOWING NOW DONE, BUT SUBSEQUENTLY OWNERS DECIDED TO TOW THE VESSEL TO THE UNITED KINGDOM TO BE BROKEN UP.

NOW DONE :— VESSEL PLACED IN DRY DOCK, PROPELLER AFT END OF STERN TUBE AND OUTSIDE FASTENINGS EXAMINED. OIL GLAND SEEN TIGHT UNDER PRESSURE.

MAIN AND AUXILIARY CONDENSERS CLEANED ON WATER SIDE.

AUX: CONDENSER FRACTURED WATER INLET BRANCH FITTED WITH STEEL BAND AND CEMENT BOX OVER.

MAIN AND AUXILIARY MACHINERY GENERALLY EXAMINED AND SEEN UNDER WORKING CONDITIONS AND FOUND IN GOOD RUNNING ORDER.

N°1 D.B. TANK SUCTION PIPE IN N°2 DB TANK WAS FOUND BROKEN BUT NOT DEALT WITH AT THIS TIME.

General Observations, Opinion, and Recommendation:— THE MACHINERY OF THIS VESSEL IS INTENDED TO BE DISMANTLED, ON ACCOUNT OF BREAKING UP OF VESSEL. THE ABOVE FOR THE INFORMATION OF THE COMMITTEE.

(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.) CS 3.34.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ 12,000 FRCS.

Travelling expenses (if chargeable) £ : :

Fees applied for 21-2- 1950.

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

WED 22 MAR 1950

Committee's Minute As not Noted

Assigned

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

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

Noted.

17.3.50.