

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

29 APR 1948

Date of writing Report 30 March 1948 When handed in at Local Office 30 March 1948 Port of MOBILE, ALABAMA

No. in Survey held at Chickasaw, & Mobile, Ala. Date, First Survey 17 Sept. 1947 Last Survey 18 March 1948 (No. of Vols. 25)

on the Machinery of the ~~Wood Iron & Steel~~ "SOUTH AFRICA STAR" ex HMS "Reaper"

Gross 8015.35 Net 4635.00 Vessel built at Tacoma, Washington By whom Seattle Tacoma Shipbldg. Co. When 1944 -

Engines made at Milwaukee, Wisc., U.S.A. By whom Allis Chalmers Mfg. Co. When 1943 -

Boilers, when made (Main) Carteret, New Jersey (Donkey) -

Owners Blue Star Line, Ltd. Owners' Address -

Managers - Port London Voyage -

If Surveyed Afloat and in Dry Dock Gulf Shipbldg. Corp. Ala. D.D. & S.B. Co.

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

CLASSIFICATION LMC & TS

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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.

Is 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? Yes

Donkey

his was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined? Contracted parts

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? Water test 788 lbs.

Latest date of internal examination of each boiler 22nd January 1948 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 520 & 522

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

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

Screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Shaft now been changed? No If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Date of examination of Screw Shaft 27 Sept. 1947 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE

Vessel placed in drydock, propeller, tailshaft, stern bush, outside fastenings and sea valves examined and found satisfactory.

The main turbine casings, blading, rotors, thrust and intermediate shafts and bearings, gears, with shafts and bearings, condensers, pumps including oil fuel service pumps, pumping arrangements, auxiliary turbines and gears, electric generators and motors, switchgear, cables and fuses, etc., examined throughout and placed in satisfactory condition. The electric generators and motors, cables, fittings and appliances satisfactorily megger tested. The boilers, superheaters and economisers with mountings, doors and fastenings examined throughout and tested to 788 lbs. water pressure with the main steam pipes and all placed in satisfactory condition. The boilers were afterwards examined under steam and the safety valves adjusted; boiler 520 and 522 lbs., superheater 473 lbs. The oil burning arrangements tested throughout, the fire extinguishing appliances examined and all found satisfactory.

The main and auxiliary machinery tested under full trial conditions and found in good order (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in

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, B.S. 9.11, B.S.M.S. 9.11, *LM.C. 9.11, or *LM.C. 140 lb., F.D., &c.)

Satisfactory condition and eligible, in my opinion, to be classed with the records of LMC 3,48

and TS(CL) 3,48.

Committee's Minute

Signed LMC-3,48, subject

TB(OPT) 52562

NEW YORK APR 7 1948

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

004745-004754-0075

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

