

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

(Received at London Office

29 AUG 1950

Date of writing Report 26 JUNE 1950. When handed in at Local Office 27 JUN 1950. Port of LONDON.

No in Reg. Book. Survey held at PORTSLADE Date. First Survey 21-6-1950 Last Survey 21-6-1950 (No. of Visits FIVE 3)

on the Machinery of the Wood, Iron or Steel S.S. "STAR OF THE REALM"

77353. Gross 325 Tonnage Net 149 Vessel built at Selby By whom Cochrane & Sons Ltd. Year. Month. When 1917 5.

Nominal Horse Power 87 M.W. Engines made at Middlesbrough By whom Richardson, Westgarth & Co. Ltd. When 1917.

Boilers, when made (Main) 1917 (Donkey) Owners W.R. Metcalfe Owners' Address

No. of Main Boilers 158 Managers Port Salmon W. Voyage

No. of Donkey Boilers Steam Pressure 200 lb. in Main Boilers If Surveyed Afloat or in Dry Dock Both In Admiralty Dry Dock and Portsmouth Dock.

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

Last Report No. Port Particulars of Examination and Repairs (if any) Docking - B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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.

Was a damage report made by anyone else? If so, by whom?

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

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 20-4-50 Present condition of funnel Efficient.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes 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? Yes and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? 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 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 3 3/4"

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. COMPLETE.

NOW DONE FOR DOCKING. Vessel placed in dry dock and propeller, aft end of stern bush, and all outside sea fastenings examined. All sea cocks and ship's side valves opened up and examined.

NOW DONE FOR B.S. The boiler examined internally and externally together with all mountings and safety valves adjusted under steam to the above noted pressure.

REPAIRS TO BOILER Lower half of centre furnace "goose-neck" repaired by electric welding.

Wastage in way of various stay holes in centre C.C. built up by electric welding.

Auxiliary stop valve seat renewed and both safety valves' lids and seats renewed.

General Observations, Opinion, and Recommendation. - The machinery of this vessel, so far [P.T.O.]

(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.)

as now seen is in good condition and eligible in our opinion to remain as classed with fresh record of B.S. 4.50.

Survey Fee (per Section 29) BS 3.15.0 Fees applied for

Special Damage or Repair Fee (if any) 15.15.0 Received by me, 21 AUG 1950

Travelling expenses (if chargeable) 6.8.3

Committee's Minute Assigned

FRI 15 SEP 1950

Expenses classed with Blackline

Lloyd's Register Foundation

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

REPAIRS (continued)

On completion of repairs the boiler was hydraulically tested to 180 lbs/in^2 and found satisfactory.

W. Blacklock

General Committee
Thursday, 23rd November 1950.
Classing Committee's
decision confirmed.
P.H.

