

WRECK SECTION

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

(Received at London Office)

No. 20546

22 DEC 1947

Date of writing Report **22nd. Nov.** 19 **47** When handed in at Local Office **22nd. Nov** 1947 Port of **BUENOS AIRES**
 No. in Reg. Book **68279** Survey held at **BUENOS AIRES** Date, First Survey **24/10/47** Last Survey **20/11/1947**
 on the Machinery of the ~~XXXXXX~~ Steel **T.S.S. "ALBION STAR"** (No. of Visits **five**)

Gross **7946** Vessel built at **Belfast** By whom **Workman, Clark & Co. Ltd.** Year **1919** Month **6**
 Net **4935** Engines made at **Belfast** By whom **Workman, Clark & Co. Ltd.** When **1919**
 Nominal Horse Power **1138 MW** Boilers, when made (Main) **--** (Donkey) **1919**
 No. of Main Boilers **--** Owners **Union Cold Storage Co. Ltd.** Owners' Address **--**
 No. of Donkey Boilers **3 DB** Managers **Blue Star Line, Ltd.** (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers **--** If Surveyed Afloat or in Dry Dock **South Dock** Port **London** Voyage **--**
 in Donkey Boilers **200 lb.** (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. **4894** Port **P. ml**

Particulars of Examination and Repairs (if any) DAMAGE

(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. **Yes not required**

Was a damage report made by anyone else? If so, by whom? **Not known**

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **No**

" " Donkey " " " "

this was not done, state for what reasons? **--**

and what parts of the Boilers could not be thus thoroughly examined? **--**

so 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? **--**

and latest date of internal examination of each boiler **--**

Present condition of funnel(s) **--**

Did the Surveyor examine the Safety Valves of the Main Boiler? **--**

To what pressure were they afterwards adjusted under steam? **--**

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? **--**

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? **--**

Is it fitted with continuous liner? **--**

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **--**

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **--**

State the date of examination of Screw Shaft **--**

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **--**

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

Is electric light and/or power fitted? **--**

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? **--**

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done. **Complete.**

Damage stated to have been caused by heavy weather between 28th. September and 2nd. October 1947
 1st on voyage Avonmouth to Buenos Aires.

Found I.P. eccentric straps ahead badly worn and pulley grooved, astern slightly worn.

Starboard main engine condenser leaking.

REPAIRS: I.P. astern eccentric pulley machined and strap retailed.

I.P. ahead eccentric pulley too thin after machining now renewed and strap retailed.

Starboard condenser stay leaking now rejointed.

Observations, Opinion, and Recommendation: **The machinery of this vessel where now seen is in good**

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, + L.M.C. 9.11 or + L.M.C. 140lb., F.D., &c.)

Classification and eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29.)

£ : :
\$ 425.00

Fees applied for
20/11/19 47

Special Damage (per Section 29.)

\$ 30.00

Received by me,
 19.

Travelling expenses (if chargeable)

Committee's Minute

TUES. 6 JAN 1948

FRI. 30 APR 1948

Engineer Surveyor to Lloyd's Register of Shipping.

H.O.

Assigned

As now

To be broken up

W1003-0014

Main engine Valve gear repaired.

It is submitted that this
vessel is eligible to remain
as **CLASSED**.

J.S.

1.1.48.



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Foundation