

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

(Received at London Office 27 JAN 1943)

Date of writing Report 15th Dec. 1942 When handed in at Local Office 17th Dec. 1942 Port of New York  
Survey held at New York Date, First Survey 19th Oct. Last Survey 11th November 1942  
(No. of Visits 14)

on the Machinery of the ~~Wood Iron Works~~ Steel S.S. "STAR OF SUEZ"  
Year. Month.  
Gross 4999 Vessel built at Glasgow By whom D&W Henderson & Co. Ltd. When 1926 1  
Net 3105 Engines made at Glasgow By whom D&W Henderson & Co. Ltd. When 1926 -  
Main Boilers 3 Boilers, when made (Main) 1926 (Donkey) -  
Donkey Boilers - Owners Alexandria Nav. Co. S.A.E. Owners' Address -  
Pressure 180 lbs. Managers - Port Alexandria Voyage -  
If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
(State name of Dock.) Bethlehem Steel Co., Hoboken, N.J. precisely as in Register Book & Supplements).

| CHARACTER<br>* for Special Survey<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>assigned<br>now<br>expired | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any) |
|--|-------------------------------------|---|
| *100 A1 1.42   |                                     | *LMC 2.38   |
| S.S. Shl. No. 3-2.38   |                                     | BS 1.42   |
|  |                                     | TS CL 8.39  |

Particulars of Examination and Repairs (if any) Pt. LMC, TS  
Special Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the  
of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and  
es being detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
and initials of any letters respecting this case.

Page cases where the Surveyor has not made a special damage report he is required to state whether he  
ferred his services for this purpose, and why they were declined.

damage report made by anyone else? If so, by whom?  
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

was not done, state for what reasons?

at parts of the Boilers could not be thus thoroughly examined?

at special means, in the absence of internal examination, were adopted by the  
eyor to assure himself of the thorough efficiency of those parts of each Boiler?

test date of internal examination of each boiler Present condition of funnel(s)

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

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

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

ew 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? Yes

ft now been changed? If so, state reasons Has it a continuous liner? Is an approved appliance fitted at the after end of  
the shaft to permit of it being efficiently lubricated?

te of examination of Screw Shaft Oct. 19, '42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/16"  
engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes rewooded

ld the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

urvey is not complete, state what arrangements have been made for its completion and what remains to be done.

DONE: Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks with their shell  
enings, examined & found or now placed in good condition.

1 Shaft with continuous liner examined and found or now placed in good condition.

due to Wear & Tear: Examined main engine crankshaft found L.P. journals loose in webs: and I.P.  
I.P. crank shaft out of alignment, crankshaft removed to shop, new journals shrunk in L.P. crank  
entire shaft placed in lathe and alignment checked.

e main bearings remetalled & crank shaft lined up with thrust in order. The intermediate shaft  
realigned to suit the new conditions. The main engine was given a dock trial & the repairs were  
d in order.

emporary repairs to outboard feed pump, by fitting cement box and bracing water chamber, (P.T.O.)

eral Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are

ate 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.E.M.S. 9.11, \*L.M.C. 9.11, or  
\* LMC 140 lb., F.D., &c.)

CS 3.34,  
od condition and eligible in my opinion to be continued as classed and record of Tail Shaft (CL)

10.42, subject to permanent repairs to outboard feed pump at the first convenient opportunity.

Fee (per Section 29) \$ 20.00 Fees applied for  
Repair Fee (if any) \$100.00 Rec. 31/1942  
(per Section 29.) Late Fee \$ 10.00 Received by me,  
ing expenses (if chargeable) \$ 3.00 19

Committee's Minute NEW YORK DEC 23 1942

igned As per subject

T. S. 10, 42.

Lloyd's Register

W21800164

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

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



permanent repairs to be made at first convenient opportunity.

Dented tips of propeller faired.

The forgings and the new journals were marked:-

Ford. End

Aft End

8781

8781

84 W 148 C1

84 W 292 C3

308G1

302G2

LLOYDS

LLOYDS

5584

5571

JVCM

JVCM

17-5-40

13-5-40

JAM

JAM

10-31-42

10-31-42

L. A. Moore



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W218-0164



S. No 1 due 242

Noti pour Mr advanced

Lugut as recommended

Yhu

4.2.43



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