

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)

3 on the Machinery of the ~~Wood Iron~~ 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 -
Horse Power 449 Boilers, when made (Main) 1926 (Donkey) -
Main Boilers 3 Owners Alexandria Nav. Co. S.A.E. Owners' Address -
(if not already recorded in Appendix to Register Book.)
Donkey Boilers - Managers - Port Alexandria Voyage -
Working Pressure in Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).
Donkey Boilers - (State name of Dock.) Bethlehem Steel Co., Hoboken, N.J.

Report No. Port

Particulars of Examination and Repairs (if any) Pt. LMC, TS
Special Surveys, when held, must be reported in detail and seriatim 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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 A1 1,42		*LMC 2,38
S.S. Shl. No. 3-2,38		BS 1,42
		TS CL 8,39

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

Has a special damage report been 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? -

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

Were any parts of the Boilers not thus thoroughly examined? -

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

What was the 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 a 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? Yes

Has a screw shaft now been changed? - If so, state reasons. -

Has a screw 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? -

What was the date 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" rewooded

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

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

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

Where the survey 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 shellings, examined & found or now placed in good condition.

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. crank shaft out of alignment, crankshaft removed to shop, new journals shrunk in L.P. crank shaft, entire shaft placed in lathe and alignment checked.

The 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 in order.

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

General Observations, Opinion, and Recommendation: - The machinery and boilers of this vessel are in good 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.

Clearly state 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.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

CS 3,34, subject to permanent repairs to outboard feed pump at the first convenient opportunity.

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

Committee's Minute
Signed as usual subject
T. S. 10, 42.

NEW YORK DEC 23 1942

J. A. Moore
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
W218001642

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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Foundation

W218-0164

S. No 1 due 242

Note pour MS advanced

Sujet as recommended

Hue

4.2.43

70-21-46
LVM
71-8-40
LACH
CRAT
TIVALE
20523
22 2 385 02
BAST
LIF 100

70-21-46
LVM
71-8-40
LACH
CRAT
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BAST
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