

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

(Received at London Office)

MAR 8 1924

Date of writing Report *March 6<sup>th</sup> 1924* When handed in at Local Office *7 MAR 1924* Port of *LIVERPOOL*  
 No. in Reg. Book *36443* Survey held at *Liverpool* Date, First Survey *1<sup>st</sup> Nov.* Last Survey *Feb 29<sup>th</sup> 1924*  
 on the Machinery of the *Wood, Iron or Steel* *SS "Bikingsstar"* (No. of Visits *5*)  
 Tonnage { Gross *6445* Vessel built at *Glasgow* By whom *Rapier, Miller & Co* When *1920-3*  
 Net *3938* Engines made at *By whom Dunsmuir & Jackson* When *20*  
 Registered Horse Power *517* Boilers, when made (Main) *1920* (Donkey) *✓*  
 No. of Main Boilers *350* Owners *Blue Star Line (1920) Ltd* Port *London* Voyage  
 No. of Donkey Boilers *✓* If Surveyed Afloat or in Dry Dock  
 Steam Pressure in Main Boilers *180 lb* (State name of Dock.)  
 in Donkey Boilers *✓*

Last Report No. Port

Particulars of Examination and Repairs (if any) *Part LMC.*

(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 thorough examination at this time? *Yes*

Do. " Donkey " " " " " " "

If this was not done, state for what reasons? *✓*

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

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

To what pressure were they afterwards adjusted under steam? *180 lb*

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes*

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? *no*

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? *✓*

Has shaft now been changed? *✓* If so, state reasons

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

Is the shaft now fitted new? *✓* Has it a continuous liner *✓*

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

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done. *Job completed at next dry docking - propeller, screw shaft, sea cock & valves & fastenings to be examined.*

*The Cylinders, pistons & slide valves, crank thrust & tunnel shafting, pumps & Condensers & their connections have been examined & found generally in good condition. Tunnel shaft coupling bolts refitted & minor repairs effected.*

*The three main boilers & their mountings have been examined & found in good condition. Boilers examined under steam & their Safety valves adjusted. Theessel being unftly required, it was not found possible to drydock her, and complete Survey at this time*

General Observations, Opinion, and Recommendation:— *The Machinery of this vessel*

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

*is in good condition & eligible in my opinion for fresh record of BS 2.24 and will be eligible for record of LMC 2.24 on completion of survey as above*

Survey Fee (per Section 28) *£ 14 0 0*

Special Damage or Repair Fee (if any) (per Section 28.) *£ :*

Travelling Expenses (if chargeable) *£ :*

Fees applied for

7 MAR 1924

Received by me,

1924

Committee's Minute

Assigned

B.S. 2:24

L.M.C. deferred for comp.

TUES. 20 MAY 1924

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W228 - 0153

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

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



Screw shaft due 3.23 to be drawn at  
the next dry docking.

S.L.R. due 3.24 partly held to be completed  
at next docking

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD. B.S. 2.24

It is submitted that this  
vessel WILL BE eligible for  
the record. LMC 2.24 when  
the propeller, screw shaft  
etc. rust sea connection  
etc. parts have  
been examined

JJ  
14/3/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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