

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

(Received at London Office)

Date of writing Report 31. 7. 1942 When handed in at Local Office 31. 7. 1942 Port of Liverpool

No. in Survey held at 2180 on the Machinery of the Wood, Iron or Steel S.S. "ANDALUCIA STAR"

Gross 14943 Vessel built at 1909 By whom Cammell Laird & Co. Ltd. When 1927-3

Net 9259 Engines made at — do — By whom — do — When — do —

Boilers, when made (Main) 1937 (Donkey)

Owners Blue Star Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

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

Report No. 17908. Port B.A.S.

Particulars of Examination and Repairs (if any) Machinery

Periodical Surveys, when held, must be reported in detail and serially 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 dates and initials of any letters respecting this case.

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.

Is 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?

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

Why was this not done, 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?

What was the latest date of internal examination of each boiler?

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

Has the shaft now been 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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

The Owners Superintendent stated that the boiler survey had been completed in Buenos Aires, last trip.

How close:- Licence No 7969-

Examined Starboard H.P. turbine, casing, rotor & blades.

Repairs:- Port starboard boiler - Rivets on bottom wrapper plate to cradle removed as found necessary. Sunday minor repairs as per Licence.

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, R.M.S. 9, 11, & L.M.C. 9, 11, or &c.)

As far as has been seen is in good & efficient condition & eligible in my opinion to remain as now classed.

Fee (per Section 29) £ : : Fees applied for 19

Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Printing expenses (if chargeable) £ : :

Committee's Minute LIVERPOOL 5 AUG 1942

Signed Deferred

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W3-0067

BS due 4.42 hard, lula 4.42,
not advanced; lml-statis recently
completed at P.A.
M.S. advanced.

It is submitted that
this vessel ^{will be} eligible for
THE RECORD, BS 4.42 and
+LMC-MS (with date) on
completion of surveys.

L.H.
11/8/82

Defered

and upon which no such - named vessels were
found at the time of the survey - possibly
lost or sunk in the area of the survey
and upon which no such - named vessels were
found at the time of the survey - possibly
lost or sunk in the area of the survey

11/8/82

BS 4.42
M.S. advanced

BS 4.42
M.S. advanced