

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

(Received at London Office.)

MAR 13 1941

Date of writing Report 17.1.41 When handed in at Local Office 17.1.41 Port of Buenos Aires

No. in Reg. Book 69181 Survey held at Buenos Aires Date, First Survey 6.1.41 Last Survey 14.1.1941
on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. "AFRIC STAR" (No. of Visits 3)

Tonnage } Gross 11900
 } Net 7438 Vessel built at Newcastle By whom Palmer's Co. Ltd.
Nominal Horse Power 1581 Engines made at do. By whom do.
No. of Main Boilers 2 D + 2 S.B. Boilers, when made (Main) 1926 (Donkey) ✓
When 1926 11
When 1926
No. of Donkey Boilers ✓ Owners Blue Star Line, Ltd. Owners' Address Port London
Steam Pressure in Main Boilers 200 lbs. Managers ✓ (if not already recorded in Appendix to Register Book.)
Voyage United Kingdom
In Donkey Boilers ✓ ~~Surveyed Afloat~~ in ~~Dock~~ South Dock (State name of Dock.)

Last Report No. 14604 Port Bros

Particulars of Examination and Repairs (if any) Comp: BS

Periodical Surveys, when held, must be reported in detail and verbatim 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? No

Did this was not done, state for what reasons? Start double ended boiler & for centre single ended boiler stated examined at Avonmouth 12/40.

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?

State latest date of internal examination of each boiler Pat double ended & After centre single ended 8.1.41

Did the Surveyor examine the Safety Valves of the Main Boilers? Pat DE & After Centre SE Yes Present condition of funnel(s) Efficient.
To what pressure were they afterwards adjusted under steam? 200 lbs/0"

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? Pat DE & After Centre SE Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Pat DE & After Centre SE Yes, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓

Has 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 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? ✓

So, 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 Complete

Now Done :- Pat double ended main boiler & after centre single ended main boiler examined in their entirety together with the safety valves & mountings & the safety valves of all main boilers adjusted under steam to the pressure stated above. Minor repairs effected

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in a safe working condition, eligible in my opinion to remain as classed, & have fresh record of BS with date as previously recommended at Avonmouth.

Survey Fee (per Section 29) Comp: BS \$209.00
Special Damage or Repair Fee (if any) £
Travelling expenses (if chargeable) \$ 3.00

Fees applied for 16.1.1941
Received by me, 19

A. Fairbairn & J. A. Orde
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 25 MAR 1941
Assigned 11.40



B.1. due 12.40 Completed

It is submitted that
this vessel is eligible for
THE RECORD.

B. 1140

Y
Mm

21. 3. 41



© 2020

Lloyd's Register
Foundation