

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

8 JAN 1941  
21 DEC 1940

(Received at London Office)

FEB 13 1941

Date of writing Report. *21 DEC 1940* When handed in at Local Office. *21 DEC 1940* Port of *LIVERPOOL*

No. in Reg. Book. *69477* Survey held at *Liverpool* Date, First Survey *22<sup>nd</sup> May 1940* Last Survey *17<sup>th</sup> Jan 1941*

on the Machinery of the Wood, Iron or Steel *Timber Alameda Star* (No. of Visits *7*)

Tonnage { Gross *44935*  
Net *9239* Vessel built at *Durham* By whom *Cannock Land & Co* Year. Month. *1926 12*

Nominal Horse Power *1909* Engines made at *Durham* By whom *Cannock Land & Co* When *1926*

No. of Main Boilers *20/18* Boilers, when made (Main) *1926* (Donkey) *✓*

No. of Donkey Boilers *✓* Owners *Blue Star Line Ltd* Owners' Address *✓*  
(if not already recorded in Appendix to Register Book.)

Steam Pressure— in Main Boilers *200 lbs* Managers *✓* Port *✓* Voyage *✓*

in Donkey Boilers *✓* If Surveyed Afloat or in Dry Dock *Both* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

*Last Report No.* ✓ *Port*

Part B. Name

(Periodical surveys, when held, must be reported in detail and seriatim 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

" " 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?

State latest date of internal examination of each boiler *22 Nov.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes. SE this morn* To what pressure were they afterwards adjusted under steam? *Set - Std this morn*  
*200 lbs.*

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 to the one*, 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? *Yes* and of the Donkey Boilers?

as screw shaft now been drawn and examined? No 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 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.*

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? \_\_\_\_\_

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To Complete the BS the Centre DE boiler & the LE boiler remain to be Equipped and their Safety valves adjusted under steam & pumped the Port & Star DE boilers Externally & Internally & either under their mountings And adjusted the safety valves of these boilers (only) under steam as stated above.

Damage stated to have been caused by contact with the tanker "Iriguero" in the River Mersey on the 7<sup>th</sup> Decr 1940.  
Examined the propellers & fastenings of 2a Connections: no damage found.

Damage (No 2) Stated to have been caused by bombs dropping in the vicinity

General Observations, Opinion, and Recommendation:—

(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, E.S. 911, E.&M.S. 911, X L.M.C. 911, or XLMC 140 lb., F.D., &c.)

The machinery of this vessel is in safe working condition and reliable in my opinion to remain as chartered until further notice of B.S. 12,440 on completion.

Survey Fee (per Section 30).....	£ 8 : -	✓	Fees applied for - 7 FEB 1941
Special Damage or Repair Fee (if any) (per Section 30.)	£ 2 5. 2 5. -	-	
Travelling expenses (if chargeable).....	£ : : -	-	Received by me, 10

Committee's Minute

signed *Deferred*

W329-0121 (1/2)

Lloyd's Register  
Foundation



Alameda Star

of the vessel in the River Mersey on the  
21<sup>st</sup> December 1940.

how done.

Vessel placed in dry dock, propellers  
aft ends of tail shafts & sea fastenings examined. Port and  
starboard tail shafts jacked in place for truth and found  
satisfactory.

Reversing engine examined under working conditions & found satisfactory  
Port & starboard main engine bearing examined & found satisfactory

*S.D.*



Kru  
18.2.41