ot. 9.

No. 103746

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

(Received at London Office -2 DEC 1936)

e of writing Report 23 NOV 1936 19 When handed in at Local Office 23 NOV 1936 19 Port of London

in Book. Survey held at London Date, First Survey 16-11-36 Last Survey 17-11-1936 (No. of Visits THREE)

275 on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc Almeda Star

ge { Gross 14935 / Net 9246

inal Power 1909

Main Boilers 3D. 1S

Donkey Boilers ✓

Pressure— ain Boilers 200lb

onkey Boilers ✓

Vessel built at Birkenhead By whom Cammell Laird & Co Sld When 1926-12

Engines made at — do — By whom — do — When 1926

Boilers, when made (Main) 1926 (Donkey) ✓

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

Managers Port London Voyage River Plate

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

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

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 with freeboard 7.36.		+L.M.C. 4.35
SS Bkm. No 2.35		B.S. 2.36
		T.S. P. 2.36 (C.L.)
		S 1.35 (C.L.)
		+LLOYDS R. M.C. 9.36.
No 1A & 1 forecastle dks. No 1A 1.5 & 6 shelter deck dks. No 3 shelter deck No 4 bridge & No 4 bridge dks for temp 32°F.		12.26.

t Report No. Port

rticulars of Examination and Repairs (if any) T.S.

dical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and e being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

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

damage report made by anyone else? If so, by whom ? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time ? No

" Donkey " " " ✓

was not done, state for what reasons ? Boilers not due for survey

hat parts of the Boilers could not be thus thoroughly examined ? ✓

hat special means, in the absence of internal examination, were adopted by the veyor to assure himself of the thorough efficiency of those parts of each Boiler ? ✓

latest date of internal examination of each boiler ✓ Present condition of funnel(s) Good

e Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

e Surveyor examine the Safety Valves of Donkey Boiler ? ✓ To what pressure were they afterwards adjusted under steam ? ✓

e Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

e Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

e Surveyor examine all the mountings of the Main Boilers ? ✓, and of the Donkey Boiler? ✓

RB.

rew 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? –

haft now been changed? No If so, state reasons ✓

e 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? ✓

ate of examination of Screw Shaft S/ARB. 17-11-36 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft S-R 3/32 Renewed

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light ~~and/or power~~ fitted? Yes

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

Now Done:- Vessel placed in drydock propeller, starboard tail shaft, stern bush, sea-cocks & valves and outboard sea fastenings examined same now in good condition

eral Observations, Opinion, and Recommendation:— The Machinery of this vessel so far as seen is in a safe working condition & eligible in my opinion to remain as classed the last fresh record T.S. 8.11.36 C.L.

tate 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, ✠L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

Fee (per Section 29) £ : :

Damage or Repair Fee (if any) (per Section 29.) £ : :

ng expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

TUE. 22 DEC 1936

mittee's Minute

gned ASNow

R W Coomber

Engineer Surveyor to Lloyd's Register of Shipping.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

W329-0127

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.

Starbd 1136

17/2/36