

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

(Received at London Office - 2 DEC 1936)

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

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

on the Machinery of the Wood, Iron or Steel Twin to Almeda Star

Gross 14935 Vessel built at Birkenhead By whom Bennell Laird & Co Ltd When 1926-12
Net 9246 Engines made at do By whom do When 1926

Power 1909 Boilers, when made (Main) 1926 (Donkey) ✓
Main Boilers 3D-1S Owners Blue Star Line Ltd Owners' Address Port London Voyage River Plate

Donkey Boilers ✓ Managers Blue Star Line Ltd (if not already reported in Appendix to Register Book.)
Pressure 200lb Port London Voyage River Plate

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

Report No. Port

Particulars of Examination and Repairs (if any) T-5.

Special Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules. State clearly the nature and extent 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 the nature and details of any letters respecting this case.

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

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

Were the Main Boilers examined? Was not done, state for what reasons? Boilers not due for survey

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 is the latest date of internal examination of each boiler? Present condition of funnel(s) Good

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 Boiler?

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

Has the main 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?

Has the donkey shaft now been changed? No If so, state reasons

Has the donkey 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?

What is the latest date of examination of Screw Shaft? 17-11-36 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 3/32

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done Complete

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

General 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 claimed & has fresh record T-5. 5-11-36 C.L.

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, L.M.C. 9,11, or R.L.M.C. 140 lb., F.D., &c.)

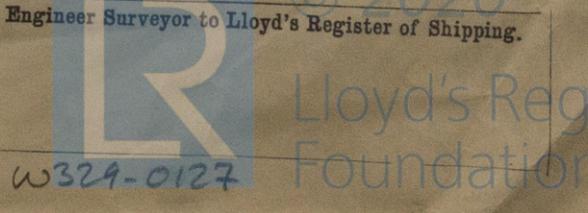
Fee (per Section 29) £ : : Fees applied for

Damage or Repair Fee (if any) (per Section 29.) £ : : 19

Expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUE. 22 DEG 1936

Signed Engineer Surveyor to Lloyd's Register of Shipping.



Vertical text on the left margin: THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Vertical text on the right margin: Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD. *Starb P 1136*

RM
17/12/36

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