

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

(Received at London Office)

-1 MAY 1935

Date of writing Report 19 When handed in at Local Office 30 APR 1935 Port of LIVERPOOL

No. in Book. 173 Survey held at Birkenhead Date, First Survey 8th Jan'y Last Survey 20th April 1935 (No. of Visits 41)

on the Machinery of the Wood, Iron or Steel Twin Sc. "ALMEDA STAR"

Gross 12848 Vessel built at Birkenhead By whom Cannell Laird & Co. Ltd When 1926-12

Net 7826 Engines made at Birkenhead By whom Cannell Laird & Co. Ltd When 1926

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

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

Managers ✓ Port London Voyage ✓

of Main Boilers 30 215B

of Donkey Boilers ✓

Steam Pressure—200 lb

Main Boilers 200 lb

Donkey Boilers ✓

Surveyed Afloat or in Dry Dock Cannell Laird & Co. Ltd. & Basin.

(state name of Dock.)

Previous Report No. Port L.M.C. TS

Particulars of Examination and Repairs (if any) alterations.

Periodical Surveys, when held, must be reported in detail and serially 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 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.

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 ✓

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? yes

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

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 is the latest date of internal examination of each boiler? 29-3-35

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 200 lb

Did the Surveyor examine the Safety Valves of Donkey Boilers? ✓ 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 , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none fitted , and of the Donkey Boiler? ✓

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

Were screw shafts now been drawn and examined? yes Is it fitted with continuous liners? yes 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? no 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? ✓

What is the date of examination of Screw Shaft? 11-1-35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit.

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

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

Vessel placed in dry dock, propellers, stern bushes, sea connections and their fastenings examined & now in good order. Stern bushes rewooded. Tailshafts drawn in, examined and found satisfactory.

Examined all turbine casings, blading, rotor, rotor shafts and bearings; thrust and intermediate shafts & bearings; pumps; condensers under test; reduction gear shafts, shaft bearing, wheels & pinions and teeth; dynamo, steering & windlass engines; pumping arrangement & now in good order.

Main boilers examined internally & externally with their safety valves, doors and mountings & now in good order.

Start: single-ended main boiler cut up & removed, port single ended boiler placed on centre line, steam pipe arrangement altered, in accordance with the rules & the approved plan

P.T.O.

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

as seen is eligible in our opinion to remain as classed with

fresh records of Tailshafts last seen 1, 35 and L.M.C. 4, 35.

NOTE. 1909 NH. 3D-15B. 28 of 98490. HS 26680

L.M.C. 15: - - - Fees applied for

alteration 5 5 - - - 30 APR 1935

al Damage or Repair Fee (if any) £ 6 - - - Received by me

(per Section 29. See Special Survey) £ 7: 7 - - - 13.6.1935

elling expenses (if chargeable) £ 7: 7 - - -

Committee's Minute LIVERPOOL 30 APR 1935

Signed + L.M.C. 4: 35.

J.S. 1: 35 O.L.

CERTIFICATE WRITTEN 19.6.35

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

Engine Surveyor to Lloyd's Register of Shipping.

R.C. Clay

Lloyd's Register

Foundation

W 329-0136 (1/2)

Almeda Star. (contd)

Boilers and steam pipes examined under steam and safety valves adjusted as above.

Alterations to pumping and oil fuel arrangements satisfactorily carried out in accordance with the rule requirements and approved plans.

Alarm gears have been fitted to each oil fuel settling tank in accordance with approved plan, these have been adjusted to operate when the tanks are 93% full.

H. R. Howells.

Electrical Installation.

Repairs:- The following machines were cleaned, varnished & generally overhauled. Two main generators, Two forced draught fan motors & starters, Two circulating water pump motors & starters, One emergency bilge pump motor & starter, Two brine pump motors & starters. All galley & laundry motors, starters & hot plates. A number of ventilating fans & starters.

Additions:- One additional 60kw. steam driven generator (ex Jalic Star) fitted in Refrig Eng Rm. complete with necessary switch gear placed on new switchboard in same compartment. This machine is for driving refrig load and cannot be paralleled with main gens. each outgoing circuit from this board is fitted with D.P. C/o switch for putting motor in either 60kw. gen or main gens. Four switches fitted for ^{Set} four switches fitted for each, with a sub switchboard. Extension panel fitted in main switchboard for supplying which boards and for connecting the two main generators in parallel or for supplying which load from either machine.

1- new brine pump 17 H.P. 1- new cooling water pump 13 H.P.

The following additional fans fitted in cargo spaces with the necessary control gear & additions to switch boards:- 5-3½ H.P., 2-6.15 H.P., 1-3¼ H.P., 2-2 H.P., 1-9 H.P., 1-5½ H.P., 3-½ H.P., 1-1 H.P.

Wiring on starboard side of prom deck renewed. New accs. fitted in bunker space wood. All wiring fittings overhauled as necessary to bring insulation resistance tests up to the Rule Requirements.

On completion of above work the installation was generally examined, tested for insulation resistance and tried under working conditions. Fittings on main and distribution switchboards & the cables as far as practicable, examined and now satisfactory.

R. C. Claydon.



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Noted
Dr R. J. amend particulars
as stated in Report.

2/5/35



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