

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

JUN 20 1940

(Received at London Office)

Date of writing Report 27.5.40

When handed in at Local Office

27.5.40

Port of Buenos Aires

No. in Reg. Book.

Survey held at

Buenos Aires

Date, First Survey

20.5.40

Last Survey

24.5.1940

20365

on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. AVELONA STAR

(No. of Visits) 4

Tonnage { Gross 13376
Net 8369

Vessel built at Chydubank

By whom J. Brown & Co. Ltd.

Year. Month.

When 1927 5

Nominal Horse Power 1842

Engines made at do.

By whom do.

When 1927

No. of Main Boilers 3 D.B. 1 S.B.

Boilers, when made (Main) 1927

(Donkey) ✓

No. of Donkey Boilers ✓

Owners Blue Star Line, Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage United Kingdom

Steam Pressure in Main Boilers 200 lb.

Managers

Surveyed Afloat in Dock South Dock

(State name of Dock.)

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to the next survey.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 with fuelboard 5.39. S.S. 2-35		FLM.C M.S. 11.34 B.S. 7.39 C.L. + 38 440
Fitted for oil fuel 5.27 F.P. above 150°F. No. 4 & 5 bridge & shelter between dks. & No 4 After between dk. for tank 32°F.		

Last Report No.

Port

Particulars of Examination and Repairs (if any Advancement of MS

(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 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

" " Donkey "

If this was not done, state for what reasons? Boilers not due for survey at this time

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 these parts of each Boiler?

State latest date of internal examination of each boiler.

Present condition of funnel(s) ✓

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 Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has 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.

Is electric light and/or power fitted? ✓

If 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. The Owners representative states that to complete the survey the auxiliary steam pipes over 3" bore require to be tested to rule requirements & these will be done on the vessels return to Buenos Aires.

Now Done :- After dynamo examined

Electrical installation examined, megger tested & all found & placed in good order

Starboard main condensers examined & tested

Pumping arrangements examined & tested

Forced draught fans examined, megger tested & found & placed in good order.

Evaporator opened out, examined, coils removed, tested, a number of coil ends found porous & placed in an efficient condition. The Owners representative states a new set of coils will be fitted on the vessels return to Buenos Aires. Evaporator safety valves adjusted.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, so far as

(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, R.S. 0,11, B.S.M.S. 0,11, & L.M.C. 0,11, or R.L.M.C. 140 lb., F.D., &c.)

Now seen is in a safe working condition, eligible in my opinion to remain as classed & have fresh record of FLMC MS with date as previously recommended when the survey is completed.

Survey Fee (per Section 29) Port MS \$87.00

ELECTRICAL INSTALLATION \$105.00

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

Travelling expenses (if chargeable) \$12.00

Committee's Minute

Assigned Depred

Fees applied for

27.5.1940

Received by me,

19

J. A. Orde

J. T. Tainton

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W334-0063 1/2

JUN 23 1940

T. S. S. "AVALONA STAR" (Contd)

Now Done :- Main steam pipes (steel) tested in place to 400 lbs/sq" & found sound & tight

Oil fuel installation examined under working conditions & found in good order

Fuel tank valves & deck control gear together with steam smothering installation examined & tested

Oil discharge pipes between pumps & furnaces examined, found in good order, are accessible, visible & well lighted for their entire length & the joints are tight.

J. A. Oke.



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