

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

(Received at London Office)

JUN 28 1940

Date of writing Report 27.5.40 When handed in at Local Office 27.5.40 Port of Buenos Aires

No. in Reg. Book 20365 Survey held at Buenos Aires Date, First Survey 20.5.40 Last Survey 24.5.1940

on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. AVELONA STAR (No. of Visits 4)

Tonnage { Gross 13376 Vessel built at Chydubank By whom J. Brown + Co. Ltd. Year. Month. When 1927 5
 Net 8369 Engines made at do. By whom do. When 1927

Nominal Horse Power 1842 Boilers, when made (Main) 1927 (Donkey) When 1927

No. of Main Boilers 3 DBL 1 SB. Owners Blue Star Line, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port London, Voyage United Kingdom

No. of Donkey Boilers Managers # Surveyed Afloat or in Dock South Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Advancement of MS

(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? No

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

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.

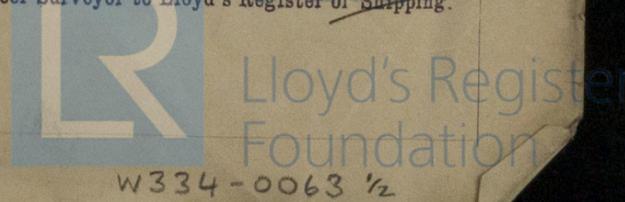
General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 0,11, E.M.S. 0,11, & L.M.C. 0,11, or E.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 F LMC MS with date as previously recommended when the survey is completed.

Survey Fee (per Section 20).....	<u>Part MS</u> \$87.00	Fees applied for	<u>27.5 19 40</u>
ELECTRICAL INSTALLATION		Received by me,	
Special Damage or Repair Fee (if any).....	\$105.00		
(per Section 20.)			
Travelling expenses (if chargeable).....	\$12.00		

J. A. Orde
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 5 JUL 1940
 Assigned Depred



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

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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