

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

(Received at London Office) JAN 5 1940

Date of writing Report 28/12/39 When handed in at Local Office 29 DEC 1939 Port of LIVERPOOL

No. in Reg. Book 34351 Survey held at Liverpool Date, First Survey 18/12/1939 Last Survey 18/12/1939  
 on the Machinery of the Wood, Iron or Steel 1/2 "JULTAN STAR" (No. of Visits 1)

Tonnage } Gross 12306 Vessel built at Burghhead By whom Cammell Laird & Co. Ltd. Year. Month. 1930-2  
 Net 7684 Engines made at -do- By whom -do- When 1930

Nominal Horse Power 1870 Boilers, when made (Main) 1930 (Donkey)   
 No. of Main Boilers 2 Owners Fletcher Leyland & Co. Ltd. Owners' Address -do-  
 No. of Donkey Boilers 1 Managers -do- Port Liverpool Voyage -do-  
 Steam Pressure in Main Boilers 230  Surveyed Afloat or in Dry Dock Alexandra  
 in Donkey Boilers 1 (State name of Dock.)

Last Report No. 107696 Port Lon

## Particulars of Examination and Repairs (if any) Special Exam.

(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? -

If this was not done, state what reasons? BS. not done.

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 those 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 - Is electric light and/or power fitted? -

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

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 Complete.

has done. At request of British Superintendent specially examined the port H.P. & the star H.P. & I.P. turbines & found blading of some eroded & distorted. The blading of the turbines is considered efficient for another voyage, but should be renewed or again examined on vessel's return to the U.K.

## General Observations, Opinion, and Recommendation:—

The machinery of this vessel as 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, B.S. 9,11, B.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
is now in a satisfactory condition & eligible in my opinion to remain as classed subject to the blading of the port H.P. & the star H.P. & I.P. being renewed or again examined on vessel's return to the U.K.

Survey Fee (per Section 29) £ 2 : 2 Fees applied for 19 DEC 1939  
 Special Damage or Repair Fee (if any) £ Received by me, LIVERPOOL  
 Travelling expenses (if chargeable) £

Committee's Minute -  
 Assigned As how. Subject.

L. McKean Stewart  
 Engineer Surveyor to Lloyd's Register of Shipping.



W448-0179

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

Let a Certificate be sent to

Notes

Subject to Port H.P. and Star. H.P. & P.  
written stating being examined on  
removed on return to UK

FLM

10.1.40



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