

Twin Sc. S.S. "SULTAN STAR".

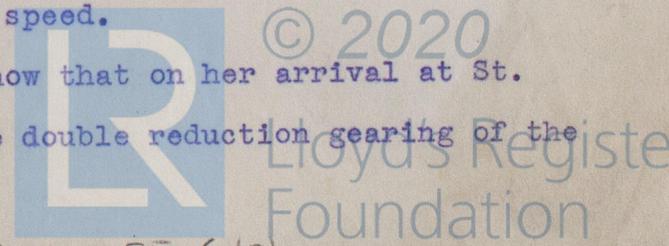
This vessel was recently completed at the yard of Messrs. Cammell Laird & Co., Ltd. of Birkenhead, and the First Entry Reports received the consideration of the Liverpool Sub-Committee on the 21st February, 1930, the class assigned being #100 A1, Fitted for Oil Fuel 2,30, Flash Point above 150°F, and #LMC 2,30, subject to the HP and IP primary pinions and wheels being re-examined on arrival in London.

It may be stated that the Liverpool Surveyors reported that the machinery was examined under full working conditions during the vessel's sea trials, and on completion the gears were opened up and examined. It was then found that the HP and IP primary pinions and wheels were somewhat abraded. These pinions (of both engines) were taken to the shop, recut and given additional clearance, and a further trial was afterwards carried out when the gears were again examined and the Surveyor reported them to have been satisfactory to proceed to London where a further survey was to be held.

On the vessel's arrival in London the HP and IP primary pinions and wheels of both engines were examined by the Society's Surveyors at this port, who recommended that the same be renewed at the first opportunity but that in the meantime the vessel might remain as classed, subject to the gears being examined at Buenos Aires and London <sup>each voyage</sup> until the above recommendation regarding the renewal was carried out.

The vessel duly left on her voyage to the Plate and on the 25th ultimo the Owners wrote saying that the vessel reported that she was in difficulty regarding the reduction gearing of the main engines which would necessitate returning to the Builders for repair, and that she was returning to St. Vincent, C.V. at a reduced speed.

Subsequent reports show that on her arrival at St. Vincent, after turning back, the double reduction gearing of the



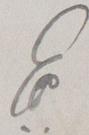
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starboard engine was extensively damaged, and after leaving St. Vincent, C.V. on her way home the port engine broke down badly.

The vessel is now in charge of the Salvage Tug "SEEFALKE" which is towing her to the Builders' Yard at Birkenhead.

The fees for the survey during the construction of the vessel were paid on the 19th instant, and the question arises as to whether the class assigned by the Liverpool Sub-Committee should now be posted in the Register Book and the Classification Certificates issued.

*Issue Certificate*  
*[Signature]*  
*[Signature]*



20th March, 1930.



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