Rpt. 9.

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

No. 94814

(Received at London Office 21 FEB 1930)

Date of writing Report 21 FEB 1930 19 — When handed in at Local Office 21 FEB 1930 19 — Port of London

No. in Y. Book. 2296 Survey held at London Date, First Survey and Last Survey 12th February 1930 (No. of Visits ONE)

on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc. Sultan Star

Tonnage { Gross 12700 / Net

Vessel built at Birkenhead By whom Cammell Laird & Co Ltd When 1929

Engines made at — do — By whom — do — When 1929

Nominal Horse Power

No. of Main Boilers Boilers, when made (Main) (Donkey)

No. of Donkey Boilers Owners Blue Star Line (1920) Ld Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure— on Main Boilers Managers Port London Voyage River Plate

on Donkey Boilers If Surveyed Afloat ~~or in Dry Dock~~ Victoria Dock (State name of Dock.)

Last Report No. Port

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1 (Class contemplated)		

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

RETAIN

Particulars of Examination and Repairs (if any) Machinery

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 has 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?

Do. " Donkey "

If this was not done, state for what reasons? See Liverpool Report.

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?

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 Boiler?

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

Has screw shaft now been drawn and examined? 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

Is 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?

Note the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Now Done:- Examined H.P. & I.P. primary pinions & wheels of both engines, found them in the same condition as stated in Liverpool Report. Recommended same be renewed at first convenient opportunity.
It is submitted that the Owners proposal to run the machinery at reduced power in the meantime is in our opinion worthy of the consideration of the Committee, provided that the gears be opened up and examined at Buenos Aires & London pending replacement.

Note Buenos Aires surveyor advised

FRI 15 AUG 1930

General Observations, Opinion, and Recommendation:—The Machinery of this vessel so far as seen, is in a safe working condition & eligible in our opinion to remain as classed subject to the H.P. & I.P. primary pinions & wheels of both gears being renewed at first convenient opportunity & to the gears being examined at Buenos Aires & London until the above condition has been complied with. Also eligible to have record of ✠L.M.C. 2.30. as recommended by Liverpool surveyor.

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

Survey Fee (per Section 23) £

Special Damage or Repair Fee (if any) (per Section 23.) £

Travelling expenses (if chargeable) £

Fees applied for 19

Received by me, 19

TUE 22 APR 1930

Arthur R. Palmer & R.W. Boomer
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute

Signed See Lloyd's Agent. rpt. St. Vincent (C.V.)

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

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