

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

(Received at London Office)

29 JAN 1934

Date of writing Report

19

When handed in at Local Office

22/11

19

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.

Survey held at

Hebburn

Date, First Survey 14 July/33 Last Survey 17 Jan 1934

(No. of Visits 40)

On the Machinery of the Wood, Iron or Steel S. S. Boris Star.

Gross 10441
Net 6563

Vessel built at Port Glasgow By whom Lithgows & Co.

When 1921-10.

Nominal
Horse Power 1398

Engines made at Manchester

By whom W. & A. Vickers Elec. Co. Ltd. When - as -

No. of Main Boilers 6

Boilers, when made (Main)

1921

(Donkey)

None.

No. of Donkey Boilers 2

Owners Eastman & Co.

Owners' Address

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

Steam Pressure 200

Managers Blue Star Line, Ltd.

Port London

Voyage New Zealand

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Palmer's Dry Dock

(State name of Dock.)

Afloat Hebburn

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

Last Report No.

Port

Docking

Particulars of Examination and Repairs (if any) + L.M.C.

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? Yes

Do. " Donkey " " "

If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

So 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 Three fair, Centre & Starboard on the 12/12/33. The Port after main on the 14th Jan 1934.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Yes

To what pressure were they afterwards adjusted under steam? 200 lbs per sq. in.

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?

Yes

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?

Is a screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is a shaft now been changed? No

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?

State date of examination of Screw Shaft 9th Nov 1933

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft Class N.W.

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

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

Has been

Vessel placed in dry-dock. Sail shaft drawn, examined & found in good order. Lower half stern bush rewooded. The Propeller, stern bush & the sea connections & their fastenings examined & found in good condition. The main turbines, gears, shafts & bearings, thrust & tunnel shafts & bearings, all main & auxiliary pumps & pumping arrangements, condensers & the steering and windlass engines & the machinery in general examined & found & put into good condition. Several sections of the L.P. rods rebladed.

General Observations, Opinion, and Recommendation:—

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

The machinery of this vessel, as seen, is in good condition & eligible in my opinion to remain as classified. To have fresh record + L.M.C. 1,34 & S. S. & L. seen 1,34.

L.M.C. 1,34

EC. INST

Special Damage or Repair Fee (if any)

(per Section 29.)

Selling expenses (if chargeable)

Fees applied for

287 JAN 1934

Received by me,

232-1934

Committee's Minute

FRI. 9 FEB 1934

Signed

+ L.M.C. 1,34

FRI. 7 SEP 1934

TUE. 18 SEP 1934

Fred A. Tugwell W.T. Badger
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

CERTIFICATE WRITTEN
28.2.34
FRI 8 JUN 1934

W468-0011(1/2)

SS No. 3 due 10.33 } now held.
BS due 3.34
Screw shaft examined.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 1.34
S(CA) 11.33.

LH
8/2/34.

S. S. "Toric Star."

two half gland sleeves renewed.

two half pinion bearings, two top halves H. S.
pinion bearings - four turbine bearings
reinstalled.

The machinery has been tried under full
working conditions - found satisfactory.

The main boilers examined in their entirety
found in good condition - their safety valves
adjusted under steam to working pressure.

Wm. A. Ferguson.

Electrical Inst.

The dynamos were run in parallel, overloads
& trips tested. Main switchboard, aux. machinery, fuses
cables & fittings etc. under working conditions found
to be in good order.

W. T. Bodger