

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

(Received at London Office)

31 DEC 1934

Date of writing Report 27<sup>th</sup> Dec 1934 When handed in at Local Office 27<sup>th</sup> Dec 1934 Port of Southampton.No. in Reg. Book. Survey held at Southampton. Date, First Survey 7<sup>th</sup> Nov. Last Survey 19<sup>th</sup> Dec. 1934. 71576 on the Machinery of the ~~Wood, Iron or Steel~~ *W. Se. "ARANDORA STAR" ®* (No. of Vents 8)

Tonnage { Gross 15178 Net 8873 Vessel built at Birkenhead By whom Lamell Laird &amp; Co Ltd When 1927-5 Engines made at - do - By whom - do - When 1927

Nominal Horse Power { 2078 Boilers, when made (Main) 1927 (Donkey) ✓

No. of Main Boilers 3 DE. Owners Blue Star Line Ltd. Owners' Address as recorded. (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers - do - Port London. Voyage

Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat <sup>and</sup> in Dry Dock Berth N° 41 and N° 6 Dry dock. (State name of Dock.)

in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. Port Docking. Particulars of Examination and Repairs (if any) B.S. and Part N.S. \* 100 A.1. with freeboard 12.33 \* L.M.C. 12.30 B.S. 12.33 CL. 11.33 SS. Sou N° 1-31

(Periodical Surveys, when held, must be reported in detail and serially 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 None.

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

" " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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 A.C.D.E 8/11/34 B. 29/11/34.

Did the Surveyor examine the Safety Valves of the Main Boiler? YES To what pressure were they afterwards adjusted under steam? 200 lb/sq"

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? None, and of the Donkey Boiler? ✓

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

Has screw shaft now been drawn and examined? No 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? No

Has shaft now been changed? No 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 P &amp; S 1/16 full.

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

Is electric light and/or power fitted? YES

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the Survey the PORT HP. &amp; L.P. turbines, together with their gearing, thrust and intermediate shafting, all auxiliary machinery on the PORT side and N° 1 Generator require to be examined, and the electrical installation examined and tested. It is stated that these requirements will be carried out next year.

Now Done. Vessel placed in drydock, propellers, outside fastenings and all sea connections examined and found in good order.

STARBOARD: HP and L.P. turbines, casings, rotors, blading and gearing, thrust and intermediate shafting, N° 2 Generator, Starboard air feed, bilge and circulating pumps, Starboard oil fuel and lubricating pumps and main ballast pump opened up, examined and found or placed in good order. Pumping arrangements generally examined, Port and Starboard main condensers examined and found or placed in good order. Minor repairs effected. (see continuation sheet).

General Observations, Opinion, and Recommendation:— The machinery of this vessel 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, &amp;c.; thus, for example, B.S. 0.11, B.&amp;M.S. 0.11, \* L.M.C. 0.11, or \* L.M.C. 140 lb., F.D., &amp;c.)

Now examined is in good order and eligible in my opinion to remain as now classed with fresh record of \* L.M.C. M.S. 12.34 (when the Survey is completed as above) and B.S. 12.34 now.

Survey Fee (per Section 29) L.M.C. MS. DEFERRED

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable)

Fees applied for

29/12/1934

Received by me

15-2 1935

FRI. 15 FEB 1935

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 11 JAN 1935

Assigned BS 12.34



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

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



102 due 5.38  
part held  
Condensers re-tubed

It is submitted that  
this vessel is eligible for  
FILE RECORD. 12.34

It is submitted that this  
vessel WILL BE eligible for  
the record. 12.34  
on completion

8/1/31

LR-FAR TB11-55 4/2

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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"ARANDORA STAR."

B.S.: All double and single ended boilers, with their safety valves and mountings opened up, examined throughout and found or placed in good order.

Afterwards examined under steam and all safety valves adjusted to 200 lb/sq.

Repairs: Wear and tear. Port and Starboard main condensers re-tubed throughout, tested and found satisfactory.

G.T.C.