

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 12.9.41 When handed in at Local Office 2.9.41 Port of LIVERPOOL  
 No. in Reg. Book 46280 Survey held at Liverpool Date First Survey 20.5.41 Last Survey 10.9.41 1941  
 on the Machinery of the Wood, Iron or Steel M.V. "IMPERIAL STAR" (No. of Visits 6)  
 Gross Tonnage 12427 Vessel built at Belfast By whom Harland & Wolff Ltd When 1935-1  
 Net Tonnage 7672 Engines made at — do — By whom — do — When — do —  
 Nominal Horse Power 1631 Boilers, when made (Main) (Donkey) 1935  
 No. of Main Boilers ✓ Owners Frederick Leyland Ltd Owners' Address —  
 No. of Donkey Boilers 2 Managers — Port Belfast Voyage ✓  
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock No  
 in Donkey Boilers 100 (State name of Dock.) Agitation

Last Report No. — Port —  
 Particulars of Examination and Repairs (if any) +L.M.C.-C.S.

(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? ✓

" " 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 — Present condition of funnel Good

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 the 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 —

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 basal afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted ✓

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 continuous survey

how done  
Examined the main engine, port nos 2 & 9, all 5 & 6 bottom end pins & brasses & top all crossheads  
Examined PE No 4 & SE No 10 cylinders, liners, pistons, valves  
valve gears, crossheads, brasses & guides; port started fresh  
water coolers tested. Oil fuel installation examined  
body of Intern certificate issued herewith attached  
Subsequent minor repairs  
The Chief Engineer stated that the Donkey boiler safety valves had been  
adjusted in New Zealand in July 1941.

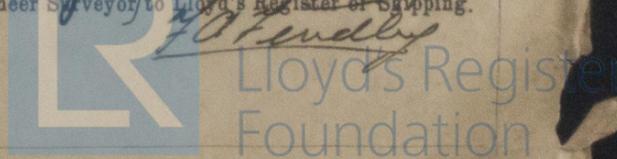
General Observations, Opinion, and Recommendation:—The machinery of this vessel as  
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 149 lb., F.D., &c.)  
far as now seen is in good & efficient condition & eligible in my opinion  
to remain as now classed with fresh Record of +L.M.C.-C.S. with date,  
on completion of the survey.

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

Committee's Minute LIVERPOOL  
 Assigned As now. 30 SEP 1941

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned new expired	Machinery and Boiler Surveys (including date of N.B., if any).
+100A.1 bunk		+L.M.C.-C.S. 11-39
freboard 4.41		6.39
S.S. L.V. No. 139		OBS 6.39
		+L.M.C.-C.S. 4.41
		Ts(cc)S 6.39
		Ts(cc)D 4.41
		one engine
		OR TRIPLE
		CONTINUOUS SURVEY

H. J. G. J. G. J. G.  
 Engineer Surveyor to Lloyd's Register of Shipping.



Wted.

The Surveyor should state whether  
the oil fuel installation referred  
to is that for the Boilers or for  
the oil engines.

DB due 141 part held  
4.1.41 stated completed  
in New Zealand in 741

*[Signature]*  
11/10/41

*[Faint handwritten notes and bleed-through from the reverse side of the page]*

