

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

(Received at London Office) 15 APR 1943

Date of writing Report 20/1/43 When handed in at Local Office 20/1/43 Port of Sydney, N. S. W.

Survey held at Sydney, N. S. W. Date, First Survey 11-1-43 Last Survey 16-1-1943

345 on the Machinery of the ~~Wood~~ Iron or Steel **M.S. CANADIAN STAR** (No. of Visits 4)

Gross 8293 Vessel built at Copenhagen By whom Akt. Burmeister & Wain Year. Month. 1939-2
Net 5004 Engines made at Copenhagen By whom do When 1939

Final Power 1236 Boilers, when made (Main) (Donkey) 1939

Main Boilers Owners Union Cold Storage Co. Ltd. Owners' Address Blue Star Line Ltd. Port London Voyage —

Donkey Boilers 2 Managers Blue Star Line Ltd. If Surveyed Afloat or in Dry Dock Afloat.

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

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

Medical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 cases being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 rendered his services for this purpose, and why they were declined

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Was a thorough examination of the Main Boilers not done, state for what reasons?

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

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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

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 the shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

What is the date of examination of Screw Shaft? State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft

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

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.

Now done for advancement of L.M.C. - C.S. :-

Main Engine :- No. 1 Cylinder and exhaust liners, piston, piston-rod and slides opened out, examined and found in good condition.

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

The machinery of this vessel, as far as seen, is now in good condition, eligible in our opinion to remain as classed, with record of L.M.C. - C.S. with date, noted in the Register Book when the survey is completed.

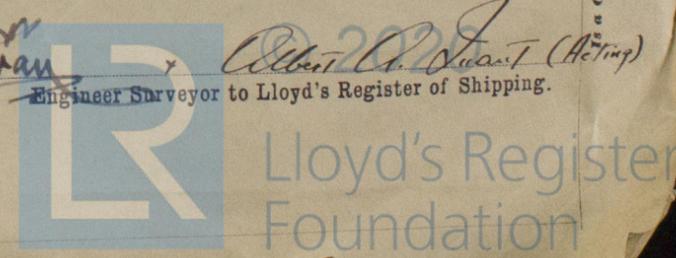
Survey Fee (per Section 29) £ 3:3:0 Fees applied for 16/1/1943

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

Travelling expenses (if chargeable) £ — Received by me, Albert G. Stuart (Acting)

Committee's Minute As now FRI. 7 MAY 1943 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned As now



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

A Certificate required? If so, to be sent to W1161-0124

No 243

Chadance

It is intended that
this paper be used
for the purpose of
recording the results of
the work of the
Committee on the
History of the
Lloyd's Register

957
4/5/43



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