

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

(Received at London Office)

MAR - 7 1939

Date of writing Report 28<sup>th</sup> February 1939 When handed in at Local Office 28<sup>th</sup> February 1939 Port of Copenhagen  
 No. in Reg. Book 87537 Survey held at Copenhagen Date, First Survey 8<sup>th</sup> February Last Survey 13 February 1939  
 on the Machinery of the Wood, Iron or Steel Sc. CANADIAN STAR. (No. of Visits 2)

Tonnage { Gross 8200 Vessel built at Copenhagen By whom Abt. Bunnick & Wain When 1939-2  
 Net - Engines made at Cpm By whom Abt. Bunnick & Wain When 1939  
 Nominal Horse Power - Boilers, when made (Main) - (Donkey) -  
 No. of Main Boilers - Owners Blue Star Line, Ltd. Owners' Address -  
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book)  
 Steam Pressure in Main Boilers - Port London Voyage London  
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock On position  
 (State name of Dock.) B.W. Rephellen

Last Report No. - Port -Particulars of Examination and Repairs (if any) Damage

(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 -

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(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 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 -

Is electric light and/or power fitted? -

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

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 Complete.

DAMAGE

Damage stated due to protecting bandage on propeller cone being damaged by unknown object while the vessel was lying fitting and at Abt. Bunnick & Wain's yard.

On examination the propeller cone was found badly corroded. Done: - The propeller shaft replaced by the spare one, skinned over in way of cone examined, found good & placed on board as spare.

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

CS 3,34.

The vessel to be classed as recommended in the 1st Entry Report.

Survey Fee (per Section 29) £ : - Fees applied for 6.3.39  
 Special Damage or Repair Fee (if any) £ 50.00 Received by me, -  
 (per Section 29.) £ : -  
 Travelling expenses (if chargeable) £ : -

Committee's Minute

FRI. 10 MAR 1939

Assigned

See FE made rft

Arthur J. Langhale  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation  
 W161-0133