

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

(Received at London Office)

Date of writing Report March 6 1943 When handed in at Local Office March 8 1943 Port of Manchester
 Survey held at Manchester Date First Survey Feb 15 Last Survey March 2 1943
 on the Machinery of the Wood, Iron or Steel S.S. Celtic Star (No. of Visits 12)

Gross 587 1/2 Vessel built at Port Glasgow By whom Donkey, Bremner & Co. Ltd. When 1918 6
 Net 38 1/2 Engines made at Port Glasgow By whom Donkey, Bremner & Co. Ltd. When 1918
 Main Boilers 3 Boilers, when made (Main) 1918 (Donkey) ✓
 Owners Union Cold Storage Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Blue Star Line Ltd. Port Glasgow Voyage
 Donkey Boilers ✓ Main Boilers 200
 Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Manchester Dry Dock Co.
 (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) B.S. Damage Locking track etc
 Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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. Yes, but not required.

Damage report made by anyone else? If so, by whom? Underwriters Surveyor.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " Yes

State for what reasons P.C. Boilers not prepared for survey What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Test date of internal examination of each boiler 18/2/43

Surveyor examine the Safety Valves of the Main Boilers? Yes, 200 lbs only Present condition of funnel Efficient

Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? 200 lbs/17"

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, 200 lbs only and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? Yes, 200 lbs only and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? Yes, 200 lbs only and of the Donkey Boilers? ✓

Screw shaft now been drawn and examined? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

It now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the bush 3/32

Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Damage stated to be due to heavy weather while on a voyage from River Plate to the

between Dec 5 - Dec 10, 1942. For further particulars see Log Books.

NOTE FOR DAMAGE:- Propeller, after end of stern bush, main injection valve, High

low refrigerator suction and delivery valves and boiler blow down cocks

insulated together with all outside fastenings.

It was alleged that Nos 3, 4 and 6 main bearings of the main

crankshaft, also the after main bearing of the thrust shaft, had been running

at a result of the above mentioned heavy weather.

Top halves of all main bearings of crankshaft have now been removed,

found efficient and replaced. Clock gauge and bridge gauge readings

then taken and the maximum variation found to be .084". No 6 main bearing

the lowest. Time and labour were not available to effect repairs at this

and the Owner's Agent requested that this might be referred till the P.T.O.

Observations, Opinion, and Recommendation: The vessel's machinery as now seen is in

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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

ent condition and digible in my opinion to remain as classified in the

Register Book and to have full record of B.S. 2413 when the survey has been

completed, and subject to the main engine crank shaft being examined when the

vessel arrives in Buenos Aires and dealt with as found necessary.

Damage or Repair Fee (if any) (per Section 29.) £ 2 : 0 : 0

Expenses (if chargeable) £ 5 : 5 : 0

Insurance Case Deferred

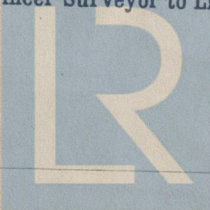
Surveyor's Minute Deferred

Received by me, J. Hall

Engineer Surveyor to Lloyd's Register of Shipping.

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

CHARACTER.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.E., if any)
* for Special Survey.		
Date of last Survey and of Periodical Surveys.		
+100A.1 with		+L.M.C.
Redwood 4-12		M.S. 12-38
6.5.10-10.30		B.S. 10-41
11.1.10-2.38		C.L. 17-28
11.1.10-2.38		R.M.C. 11-42
11.1.10-2.38		11.1.10-2.38



The vessel arrived at Buenos Aires this voyage.

The main bearings of the Thrust Shaft were examined and the forward bearing was found to be low. The coupling between the crank & Thrust shafting was broken and the forward bearing of Thrust shaft suitably lined up to bring the couplings true.

The main engines were subsequently tried under steam and all found satisfactory. In my opinion, the Superintendent's request to defer repairs till arrival in Buenos Aires this voyage meets favourable consideration, the shafting being considered to be efficient meantime.

I.P. and A.P. eccentric straps adjusted. All holding down bolts tested and hardened up as required. New spear end fitted to main engine driven sanitary pump ram.

Copy of Interim Certificate placed on board is attached herewith.

NOW DONE FOR MACH REPAIRS (VOYAGE): - Aux Cond cleaned out, and tested, now in good order. New C.I. suction and delivery valve chest fitted to main engine driven circulating pump. NOTE Ballast Pump water end chest examined without dismantling and remains efficient. New casting on board and will be fitted at Buenos Aires.

NOW DONE FOR B.S.: - S.B. main boiler, examined both internally and externally with all mountings and manhole covers. Safety valve seats renewed. New blow down valve chest fitted after being hydraulically tested to 400 lbs. Several rivet heads built up by welding on tops of centre C.C. Safety valves of S.B. Boiler adjusted under steam as stated overleaf.

To complete the B.S. the Port and Centre boilers require to be examined in their entirety and their safety valves to be adjusted. This will be done on arrival in Buenos Aires. The Surveyors have been advised.

S.R. LIST It was stated that the Port Boiler water gauge valve had been renewed at Buenos Aires on May 29 1912.

A number of minor repairs carried out under M.O.W.T. license

J.K.

At due 1042 part held
Mach. Damage - to crank shaft bearings
are worn. This will be dealt with
to be completed at 11.45.
Submitted action to
deferred.

Delete special
condition.

29
1873/43



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Foundation