

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

(Received at London Office 9 MAR 1943)

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
(No. of Visits... 12)

on the Machinery of the Wood, Iron or Steel S.S. Celtic Star
Gross 557 1/2 Vessel built at Port Glasgow By whom Donlop, Bremner & Co. Ltd When 1918 Month 6
Net 381 1/2 Engines made at Port Glasgow By whom Donlop, Bremner & Co. Ltd When 1918
Main Boilers 3 Boilers, when made (Main) 1918 (Donkey)
Donkey Boilers 1 Owners Union Cold Storage Co Ltd Owners' Address...
Main Boilers 200 Managers Blue Star Line Ltd (if not already recorded in Appendix to Register Book.)
Donkey Boilers 1 Surveyed Afloat in Dry Dock Manchester Dry Dock Co. Port Glasgow Voyage...

Report No. Port Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) B.S. Damage Locking track Rep
Detailed description of repairs and examination findings.

State clearly the cause of Repairs, if any, 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.

State for what reasons P & C Boilers not repaired 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/17" To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam?

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?

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

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is electric light and/or power fitted? Yes State date of examination of Screw Shaft 3/32 State the wear down in the bush 3/32

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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.

ZONE FOR DAMAGE:- Propeller, after end of stem bush, lubrication valve, high

low refrigerator suction and delivery valves and boiler blow down cocks

and together with all outside fittings.

It was alleged that No 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,

and 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 Dept requested that this might be reported till the P.T.O.

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

good condition and capable 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.) £ 5 : 5 : 0

Expenses (if chargeable) £ 5 : 5 : 0

Fees applied for 8/3 1943 £ 2 : 0 : 0

Received by me, J. Hall

Engineer Surveyor to Lloyd's Register of Shipping

W153-0065

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 & sound.

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

Copy of Interim Certificate placed on board is attached herewith.

NOW DONE FOR MACH REPAIRS (VOYAGE): - Air 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 casing on board and will be fitted at Buenos Aires.

NOW DONE FOR B.S.: - 1st main boiler, examined both internally and externally with all mountings and manhole doors. 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 top of centre C.C. Safety valves of 1st 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 Aug 29 1917.

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

J.B.

At due time part held

Mach. Damage - to crank shaft bearings are worn. This will be dealt with to be completed at B.A. Submitted action to be deferred.

Delete special condition.

DA
1873/43



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