

B.C. ship

No. 6912

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

of writing Report 18th Oct- 1951 When handed in at Local Office 18th Oct- 1951 Port of Oslo 22 OCT 1951

Survey held at Sandefjord Date First Survey 4th October Last Survey 4th 1951
on the Machinery of the Wood Iron or Steel screw steamer "STAR XII" (ex "JACOBUS" ex "UNITAS")

Gross Vessel built at Bremen By whom Bremen Vulkan Schiffbau & Maschinenfabrik
Net Engines made at By whom
Boilers, when made (Main) 1937 (Donkey)
Owners Owners' Address
Managers Johan Rasmussen & Co. (if not already recorded in Appendix to Register Book)
If Surveyed Afloat or in Dry Dock El. dk. Port Sandefjord Voyage whaling grounds
(State name of Dock.) Framnes hol - Verhøstet

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any)

Port No. Port
ars of Examination and Repairs (if any) Fitting of new propeller
Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
pairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides,
ed in the body of the report, should be briefly summarised at the end of the report. State also the dates and
any letters respecting this case Bremen 25/9/51

ases where the Surveyor has not made a special damage report he is required to state whether he offered his
s for this purpose, and why they were declined
ge report made by anyone else? If so, by whom?

veyor personally go inside each Main Boiler separately and make a through examination at this time?
Donkey "

for what reasons. What parts of the Boilers could not be thus thoroughly examined?
l means, in the absence of internal examination, were adopted by the
to assure himself of the thorough efficiency of those parts of each Boiler?

date of internal examination of each boiler. Present condition of funnel(s)

veyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

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

veyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

veyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

veyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

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

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

d oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

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

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

, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

is not complete, state what arrangements have been made for its completion and what remains to be done

done: A new manganese-bronze propeller was now fitted. Marks a propeller: -
[4] 478 1 1/2. A.C.W. Lloyd's 10.9.51 Dia 3350. Pitch 3200. No. Z 9846 R.H.
examined screw shaft cone, and aft. end of stern bush.

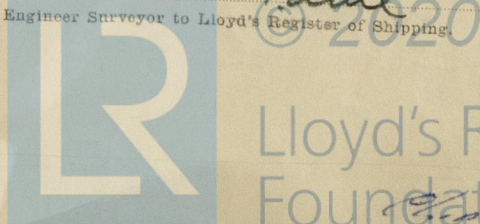
Observations, Opinion, and Recommendation.—

te 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
y 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, & LMS 9,11 or
140 lb., EP, &c.)

It is recommended that this vessel's machinery remain as classed
as previously recommended by Bremen Surveyors

Section 29) kr. 40.- Fees applied for 18/10/1951
or Repair Fee (if any) £ : : Received by me, 19
(per Section 29.)
nces (if chargeable) £ : 20.-

Minute FRI. 14 DEC 1951
See minute on Bunn F.E. Rpt. 281



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