

COPY.

25 AUG 1947

Lloyd's Register of Shipping.



Port NEW YORK

JULY 24, 1947

+100M

NYR 28/8

V/S HX 88
M. Dam, KRS

TFB#3399

C-6998

This is to Certify that

H. S. Keller

the undersigned Surveyor to this Society did at the request of The owners representative and on behalf of the Canadian Steamboat Service attend on board the S.S. "CAPTAIN POLARIS" 2827 tons gross register of Montreal, as she lay afloat at Todd Shipyards Corp., Brooklyn, N. Y., on June 6, 1947 and subsequent dates, in drydock for conversion from coal to oil burning, Special Survey, Machinery and Boiler Survey, Drydocking, verification of Freeboard and report as follows.

BELL

Vessel placed in drydock, bottom and rudder cleaned, examined and found or now placed in good condition and coated.

SPECIAL SURVEY

Examined holds, decks, engines and boiler room spaces, chain locker, anchors and cables, fore and after peak spaces; fore and after peak tanks, deep tanks, settling tanks and all double bottom tanks internally; plating under side lights, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, air and sounding pipes, masts and rigging, signalers, steering gear, ventilators, W.T. door and general equipment, all found or now placed in good condition.

All double bottom tanks, deep tanks, settling tanks, fore and after peak tanks tested to rule requirements and proven tight. Freeboard verified.

Conversion from coal to oil using Bunker C grade oil. No. 1 double bottom tank, No. 2 double bottom tanks (P&S) and the existing side bunkers converted to deep tanks and settling tanks (P & S) for the storage of oil fuel.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

The coal chute, coaling hatches on upperdeck (P & S) and trimming hatches (P & S) permanently closed. Cofferdams fitted at frames 86 and 146 to isolate fuel oil tanks from No. 3 ballast tank and fore peak. Bulkheads in way suitably stiffened.

A new bottom installed in both deep tanks and settling tanks 24" above the double bottom tank to form a cofferdam between the fuel oil tanks and double bottom tanks. All tanks fitted with vent and sounding pipes.

Structure in way of bunker casing and bulkheads stiffened by the addition of intermediate stiffeners, tie beams and brackets.

Existing vent pipes have been utilized for No. 1 and 2 double bottom tanks.

New 2 1/2" vent lines and sounding pipes installed in deep tanks (P & S). The overflow system in a 4" rise from the main with 2 1/2" branches led into the fuel oil deep tanks (P & S). Settling tanks vent into deep tanks.

Alterations in connection with the conversion are to approved plans and Rule Requirements.

HULL REPAIRS

Bilges throughout cargo hold sealed, cleaned and coated. Wood ceiling fitted on tank tops in No. 1 and 2 holds. Cargo battens renewed as required. Cargo derricks at No. 1 and 4 holds straightened and reinforced in way with shaped half round plates.

MACHINERY

Vessel placed in drydock, propeller, after end of stern bush, peacocks and valves with their shell fastenings examined and found or now placed in good condition.

MACHINERY SURVEY

Main engine cylinders, pistons, valves and rods, thrust, intermediate shafting and bearings, attached air, feed and bilge pumps, auxiliary feed, general service, ballast and main circulating pump, Nos. 1 and 2 generator engines and fan engine examined and found or now placed in good working order. Pumping arrangements examined and tested.

ELECTRICAL

Generators and lighting circuits megger tested, existing grounds removed.

BOILER SURVEY

The two main boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition.

Oil fuel installation examined under working conditions and found in order.



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Lloyd's Register
Foundation

Gross Tonnage 1655 Vessel built at Montreal By whom Donkey
 Net 269 Engines made at (Donkey)
 Main Boilers 2 Boilers, when made (Main) 1943
 Owners Papachristidis Co. Ltd. Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Donkey Boilers -

POLENIS

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7-24-47

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essel now converted from coal to oil burning using Bunker oil.
 fronts equipped with 6 "Todd Hex Press" model double casing draft type oil burning air registers suitable for operation of existing Howden forced draft system.
 fuel oil burning equipment consists of duplex heaters, pumps, burners complete with fittings.
 ing system manufactured by Todd Shipyards Corp., Combustion Division, New York:

6-6-47 A.M.C. (LR)

Installations and alterations in connection with the conversion approved plans and to Rule Requirements.

pletion the system tested under working conditions and proven order.

C. Macfarlane for M.S. Keller
 Surveyors to Lloyd's Register

Voyage
 Classification (which must be recorded in Register Book & Supplement)

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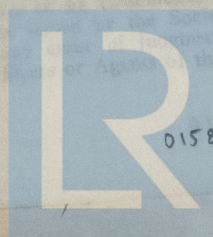
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Lloyd's Register
 Foundation

Committee's Minute

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AUG 6 - 1947

CERTIFICATE WRITTEN