

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

(Received at London Office AUG 19 1938)

Date of writing Report Aug 1 1938 When handed in at Local Office Aug 1 1938 Port of Tancouver B.C.

No. in Book 8500 Survey held at N. Vancouver Date, First Survey July 22 Last Survey Aug 1 1938 (No. of Visits 9)

on the Machinery of the Iron/Steel MY HOEGH SILVERSTAR

Gross Tonnage 5415 Vessel built at Copenhagen By whom As Burmeister & Wain When 1938
Net Tonnage 3260 Engines made at do By whom do When 1938

Nominal Horse Power 860 Boilers when made (Main) (Donkey) 1938

No. of Main Boilers 1 Owners Skh A/S Norge etc Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 2 Managers Key Hoegh Port do Voyage India

Steam Pressure do If Surveyed Afloat or in Dry Dock d. d. Burard Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. do Port do

Particulars of Examination and Repairs (if any)

Periodical surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the names and initials of any letters respecting this case.

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 do

Was a damage report made by anyone else? If so, by whom? do

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? do

If this was not done, state for what reasons? do

And what parts of the Boilers could not be thus thoroughly examined? do

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? do

State latest date of internal examination of each boiler do Present condition of funnel(s) do

Did the Surveyor examine the Safety Valves of the Main Boiler? do To what pressure were they afterwards adjusted under steam? do

Did the Surveyor examine the Safety Valves of Donkey Boiler? do To what pressure were they afterwards adjusted under steam? do

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? do and of the Donkey Boilers? do

Did the Surveyor examine the drain plugs of the Main Boilers? do and of the Donkey Boiler? do

Did the Surveyor examine all the mountings of the Main Boilers? do and of the Donkey Boiler? do

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? do If so, state reasons do Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do

Has the shaft now fitted been previously used? do Has it a continuous liner? do Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do

State date of examination of Screw Shaft 26.7.38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft do Is electric light and/or power fitted? Yes

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

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

Resort placed on dry dock. Screw shaft drawn and examined. Propeller blades cut away at tips to reduce diameter by 11" - One blade failed at tip - Propeller balanced in shop. All sea connections opened & examined.

The fastenings of sea connections, stern bush & propeller examined.

Examined CS. No. 2 Engine upper & lower covers, pistons, liners, rods, guides, Exhaust valves, valves and valve gear examined. Spare upper Exhaust valve now fitted (old one cracked)

Starboard Auxiliary (No. 1) opened up & examined throughout with generator & connections also examined under working conditions.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel is eligible in my opinion to remain as classed with record of + LMC 7.38 when the Survey has been completed, and violation of Cl. 7.38

(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 X.L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) CL CS £ 20.00 Fees applied for Aug 1 1938

Special Damage or Repair Fee (if any) (per Section 29.) £ 35.00

Travelling expenses (if chargeable) £ 4.00 Received by me, 19

Committee's Minute FRI 23 SEP 1938

Assigned do

do

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned new or renewed.	Machinery and Boiler Surveys (including date of N.B. if any).
+100 A1 with performed 1 38 Carrying fuel oil at above 150°F in plates, missing of one deep tank. Reg oil in aft deep tanks.		+L.M.C. 1.38. CL RMC

OIL ENGINE CONTINUOUS SURVEY

Insert Character of Ship and Machinery precisely as in the Register Book

013436-013443-0223

If certificate required. If so, to be sent to

