

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 Survey held at N. Vancouver Date, First Survey July 22 Last Survey Aug 1 1938
 Book. 8500 on the Machinery of the Iron-hulled Steel MY 'HOEGH SILVERSTAR' (No. of Visits 9)
 Gross 5415 Vessel built at Copenhagen By whom Ans. Burmeister & Wain When 1938
 Net 3260 Engines made at d By whom d When 1938
 Nominal Horse Power 860 Boilers when made (Main) (Donkey) 1938
 of Main Boilers 1 Owners' Address SKA A/S Norge etc (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers 2 Managers Key Hoegh Port Oslo Voyage India
 Steam Pressure 1 If Surveyed Afloat or in Dry Dock d. d. Burmeister Particulars of Classification (which must be inserted
 in Main Boilers 1 (State name of Dock.) precisely as in Register Book & Supplements.
 in Donkey Boilers 90

ast Report No. Port
 Particulars of Examination and Repairs (if any)

Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of repairs, if any, and, 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 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

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

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

" " Donkey " " " "

this was not done, state for what reasons?

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

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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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? If so, state reasons

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now fitted been previously used?

Has it a continuous liner?

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

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

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. Piston 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). Fore Steam 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
 (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.S.M.S. 9, 11, & L.M.C. 9, 11, or XL.M.C. 140 lb., E.D., &c.)
is eligible in my opinion to remain as classified with Record of + L.M.C. 7.38 when the Survey has been completed, and rotation of C.L. 7.38

Survey Fee (per Section 29) CL £ 20.00 Fees applied for Aug 1 1938
CS £ 35.00
 Special Damage or Repair Fee (if any) (per Section 29) £ : :
 Travelling expenses (if chargeable) £ : 4.00 Received by me, 19

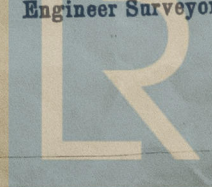
Committee's Minute

Assigned

into the Register Book.

FRI 23 SEP 1938

Robert R. Keating (acting)
 Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register
 Foundation

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

013436-013443-0223

Is Certificate required? If so, to be sent to