

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

(Received at London Office)

Date of writing Report 21st August, 1952

When handed in at Local Office 21st August, 1952

Port of Vancouver, 22 SEP 1952

No in Reg. Book. Survey held at Vancouver, B.C.

Date. First Survey 4 Aug; 1952 Last Survey 16th August, 1952

(No. of Visits 7)

55315 on the Machinery of the Wood, Iron or Steel T.S.S. "CATALA"

Tonnage	Gross 1476	Vessel built at Montrose	By whom Coaster Construction Co. Ltd.	Year. Month. When 1925 5
	Net 851	Engines made at Paisley	By whom Campbell & Calderwood	When 1919 -
Nominal Horse Power	-	Boilers, when made (Main) 1925	(Donkey) -	
No. of Main Boilers	2 WTB	Owners Union Steamships Ltd.	Owners' Address -	
No. of Donkey Boilers	-	Managers -	Port Vancouver, B.C.	Voyage Coastwise
Steam Pressure in Main Boilers	200 lbs.	If Surveyed Afloat or in Dry Dock Afloat		
in Donkey Boilers	-	(State name of Dock.)		

Last Report No.

Port

Particulars of Examination and Repairs (if any) Damage Rprs. & Condition

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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 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)

In 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. Not required

Is a damage report made by anyone else? If so, by whom? Board of Marine Underwriters of San Francisco

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

" " Donkey " " " "

not, state for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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 Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

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

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

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

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

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

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

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

Damage to Port Engine crankshaft stated to have been sustained through the vessel striking a submerged object in Chatham Channel on January 9, 1950 and detected August 1st, 1952.

FOUND:- Port Main Engine, after L.P. shaft stub (with solid coupling) slack in crank web.

DAMAGE REPAIRS NOW DONE:- Port Main - All cylinders, pistons, valves and valve chests, crank, and thrust shafts opened, examined and alignment checked.

New after L.P. shaft stub manufactured from Lloyd's tested steel, (identification mark - Lloyd's 9955 15-8-45 T.M.) fitted and shrunk in position and dowelled in accord with standard practice, coupling holes reamed and new coupling bolts fitted.

All crankshaft main bearings remetalled, machined and fitted in true alignment.

All main engine and thrust holding down bolts examined and hardened up.

Engine reassembled and satisfactorily tested, under working conditions.

Interim Certificate issued - copy attached.

General Observations, Opinion, and Recommendation:-

(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, BS 9,11, B&MS 9,11, FLMC 9,11 or FLMC 140 lb., FD, &c.)

CS 3,34

The machinery of this vessel is in good condition and eligible, in my opinion, to remain as classed without fresh record of survey, subject to outstanding requirements being carried out as previously recommended.

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) \$210.00 (per Section 29.)

Travelling expenses (if chargeable) \$ 6.00

Late Att. (L.R. \$10.00) \$ 20.00

Committee's Minute THU 23 OCT 1952

Assigned

Fees applied for 19 Aug 1952

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003778-003787-0044

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

Is a Certificate required? If so, to be sent to

