

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

(Received at London Office)

Date of writing Report 2nd August, 1952 When handed in at Local Office 2nd August, 1952 Port of Vancouver, B.C.

No in Reg. Book. Survey held at Vancouver, B.C. Date. First Survey 23 July, 1952 Last Survey 30th July, 1952
(No. of Visits 6)

55215 on the Machinery of the Wood, Iron or Steel S.S. "CATALA"

Tonnage { Gross 1476 Vessel built at Montrose By whom Coaster Construction Co. Ltd. When 1925 5
 Net 851 Engines made at Paisley By whom Campbell & Calderwood When 1925 -
 Nominal Power - Boilers, when made (Main) 1925 (Donkey) -
 Owner Union Steamships Ltd. Owners' Address -
 Port Vancouver, B.C. Voyage Coastwise

of Main Boilers 2 WTB
 of Donkey Boilers -
 Main Pressure 200 lbs. If Surveyed Afloat or in Dry Dock Both
 Main Boilers 200 lbs. (State name of Dock) B.C. Marine Slipway

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 newly expired	Machinery and Boiler Surveys (including date of N.B., if any)
BS <u>3, 52</u>		MBS* <u>3, 50</u>
ssVcr. <u>-3, 50</u>		BlrS <u>3, 52</u>
A.S. <u>3, 52</u>		msp <u>3, 52</u>
		CL <u>SN2, 52</u>
		PN <u>2, 50</u>
		E made 19 rebuilt & fitted 25.
		W.T.O.
		REF. MCHY.

Particulars of Examination and Repairs (if any) Damage & Sc. shaft drawn
 Periodical Surveys, when held, must be reported in detail and seriatim 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 besides 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.

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. Yes, not required

Has a damage report made by anyone else? If so, by whom Salvage Assn. London & S.Fo. Board of Mar. Underwriters Local Surveyor

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

What parts of the Boilers could not be thus thoroughly examined? -

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? -

Latest date of internal examination of each boiler - Present condition of funnel(s) Good

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

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

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Has the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Has the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No 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? No State date of examination of Screw Shaft Stbd. 25/7/52 State the wear down in the bushes S .047" P .156"

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

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

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

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

MINATION FOR:- Damage to starboard propeller stated caused by striking log on the 23rd July, 1952

voyage Vancouver, B.C. to Alert Bay, B.C.

DONE:- Vessel placed on Marine Railway. Port and starboard propellers, after end of stern bushes and shell fastenings examined and found or now placed in good condition.

REPAIRS NOW DONE:-

Starboard Propeller - solid bronze 4 blade type found with all blades buckled and 2 blades with sections torn out, one blade fractured approximately 3-1/2" at root of blade. Propeller now condemned.

Starboard Screwshaft - drawn and tested for truth in lathe found .014" out on the propeller cone. As there was no spare screwshaft available and the vessel was urgently required for service the Owners' Representative requested that the shaft be refitted for use meantime.

The shaft was specially examined and in my opinion, the request merits the favourable consideration of the Committee. (P.T.O.)

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, *LMC 9.11 or LMC 140 lb., FD, &c.)

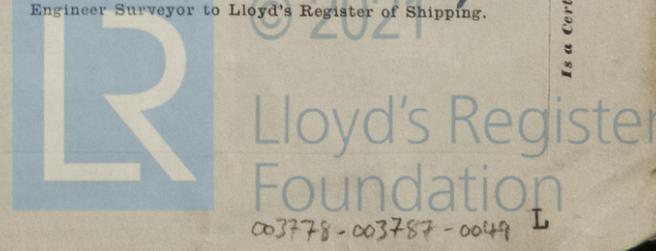
CS 3,34 The machinery of this vessel is eligible, in our opinion, to remain as classed with fresh end of Starboard Screwshaft (CL) seen 7,52 subject to the starboard screwshaft in way of propeller cone being specially examined before the end of July, 1953.

Fees applied for 2 Aug. 1952
 Received by me, AR
 19

Damage or Repair Fee (if any) \$90.00
 (per Section 29.)
 Surveying expenses (if chargeable) \$ 3.00

Committee's Minute THU 23 JUL 1952
 Assigned See Va. 8827

W. J. Stewart
 Engineer Surveyor to Lloyd's Register of Shipping.



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

DAMAGE REPAIRS NOW DONE:- (Continued)

It is recommended that the Starboard screwshaft in way of the propeller cone be specially examined before the end of July, 1953.

The Owners spare previously used solid bronze propeller now fitted in good order.

REPAIRS WEAR & TEAR:-

Port Propeller - solid, bronze, 4 blade type all blades buckled and propeller removed for repairs.

Owners' new spare propeller fitted in good order.

Propeller marked - Lloyd's No.298
W.F.M. 11-4-44

Port Screwshaft - cone tested for truth and found good.

Interim Certificate issued - copy attached.

Letter 4a issued - copy attached.

