

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

(Received at London Office)

MON 31 MAR 1919

RECEIVED NEW YORK MAR 5 1919  
Date of writing Report 22 Jan 1919 When handed in at Local Office 25th Jan 1919 Port of Vancouver B.C.  
No. in Reg. Book. Survey held at Victoria B.C. Date, First Survey 21st Dec 1918 Last Survey 21st Jan 1919  
on the Machinery of the Wood, Iron or Steel S.S. "War Steamer" Master  
Tonnage Gross Vessel built at Victoria By whom Cameron & Co. Millers When 1918  
Net Engines made at Cadetich By whom National P.B. Co When 1918  
Registered Horse Power 2 Boilers, when made (Main) 1918 (Donkey)  
No. of Main Boilers 2 Owners Easton & Co. (Kats) Port Glasgow Voyage United Kingdom  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Ogden Point  
Steam Pressure in Main Boilers 185 lb. (State name of Dock.)  
in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
X for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Type  
and  
MaterialMachinery and Boiler  
Surveys  
(including date of S.D., if any).

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Machinery  
Overhaul.

(Periodical Surveys, when held, must be reported in detail and serially 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? ☒ Was 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? ☒ YES

Do. " Donkey " " " ☒

If 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? ☒

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

To what pressure were they afterwards adjusted under steam? 185 lb

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? ☒ YES

, and of the Donkey Boiler? ☒

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? ☒ YES

, and of the Donkey Boiler? ☒

Is screw shaft now been drawn and examined? ☒ NO

Is it fitted with continuous liner? ☒

or two liners? ☒

or is it without liners? ☒

Is shaft now been changed? ☒ If so, state reasons ☒

Has the shaft now fitted new? ☒

Has it a continuous liner? ☒

or two liners? ☒

or is it without liners? ☒

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? ☒

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

A Weirs Feed Pump 8" x 6" x 18" has now been fitted aboard, and this and the Smart Turner feed pump arranged to draw from the fresh water tanks: filter tank; Sea and Hotwell; a float control has been fitted from filter tank governing the steam to both above pumps: a new feed line has been led connecting the auxiliary feed line to the two independent feed pumps: A.D.I.P. & L.P. cylinders, pistons and slides opened up, cleaned & overhauled: general engine room overhaul as required. All boiler mountings overhauled & ground in: new arrangement of internal feed pipes fitted: all necessary boiler room work attended to. Safety valves set to above. On completion of repairs the vessel was taken to sea and the machinery ran for 4 hours full speed trial under sea conditions with satisfaction.

## 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, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery of this vessel is in an efficient condition, and eligible in my opinion to be classed, as recommended in Vancouver Report No 700.

Survey Fee (per Section 28)..... £

Special Damage or Repair Fee (if any)..... (per Section 28.)

Travelling Expenses (if chargeable)..... \$ 65 00

Fees applied for

Feb 27th 1919

Received by me,

19

TUE 8-APR. 1919

Committee's Minute

Assigned

See fee attached

A. T. Thomas

Engineer Surveyor to Lloyd's Register of Shipping.

TUE OCT. 12 1920

FRI. 22 AUG. 1919

FRI. APR. 10 1921

TUE 10 JULY 1921

FRI. 12 SEP. 1919

TUE 10 FEB. 1920

Lloyd's Register  
Foundation