

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

No. 1046

MON. JUN. 18 1924

(Received at London Office)

Report of writing Report 28th May 1923 When handed in at Local Office 28th May 1923 Port of Vancouver B.C.
 Survey held at Victoria B.C. Date, First Survey 14th May 1923 Last Survey 19th May 1923
 on the Machinery of the Wood, Iron or Steel TSS MOTOR PRINCESS Master W. J. [unclear]
 Gross 242.63 Vessel built at Esquimalt By whom Tarrow L.A.
 Net 228.69 Engines made at Auburn N.Y. By whom W. J. [unclear]
 Power 250 HP Boilers, when made (Main) 1923
 Main Boilers 1 Owners Canadian Pacific Ry. Co. (Donkey) 1923
 Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Victoria Voyage on preliminary trial trip
 Main Boilers 150 lbs (State name of Dock.)

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

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Year Amended now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>10A</u>	<u>10A</u>	<u>10A</u>

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

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the machinery of the vessel, when being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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 not accepted. Was a damage report made by anyone else? If so, by whom? Surveyor for Underwritten Class (Completed)

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

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

Were any parts of the Boilers not examined, state for what reasons? None

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? None

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

To what pressure were they afterwards adjusted under steam? 100 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 100 lbs

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

, and of the Donkey Boiler? Yes

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

, and of the Donkey Boiler? Yes

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

, and of the Donkey Boiler? Yes

Has the 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? Yes

Has the screw shaft now been changed? Yes

If so, state reasons Worn

Has the screw shaft now been fitted new? Yes

Has it a continuous liner? Yes

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

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Complete

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

Vessel nearing completion was on 12th May 1923 given a preliminary outside Esquimalt Harbour with view to final adjustment of machinery. It was stated that the damage was presumably caused through the fit of the shaft (tail shaft Port side) in the inner stern bearing rather too neat & that the lubricating grease excluded water causing the bearing to run dry, overheat & become seized. Side Stern Bearing, Found: - The lantern bush fractured and scoring surface scored; the forward tail shaft liner fractured & scored; stern tube having a hole through the wall on top side of casting near bearings this metal was removed with view to obtaining access to the damaged lantern bush inside, the top bolt connecting tube & lantern bush sheared off, the gland bush scored.

Observations, Opinion, and Recommendation: -

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, &c.)

Enter report will be forwarded in the near future mending + L.M.C.

Section 28) _____
 or Repair Fee (if any) \$40.00
 Section 28.) \$35.00
 Fees (if chargeable) _____

Fees applied for 23 May 1923
 Received by me 18.6.23

Ernest Edward
Engineer Surveyor to Lloyd's Register of Shipping.

FRI 20 JUN 1924

CERTIFICATE WRITTEN TUES. 18 AUG 1923

FRI JUL 13 1923

+ Lumb 5-23 ch
Oil Injures
SB 150 lbs -

006705-006722-0323



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

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

Now done:- Port Tail shaft drawn, forward liner renewed
Lantern bush + gland bush renewed.
Stem tube repaired, a new piece of bronze
being B.W into the hole in wall.

(all above mentioned damaged parts are of bronze)
The stem tube + tail shaft refitted, the clearance at
bearing being increased $\frac{1}{64}$ " and the arrangement
for lubricating same supplemented by a pipe receiver
for lubrication by oil.

The Starboard Tail shaft was drawn and as a
precautionary measure the clearance at stem bearing
increased $\frac{1}{64}$ " & lubrication by oil arranged for & fitted
as in the case of Port bearing.

On completion the machinery was tried out over
the measured mile & found in good working
order.

N.B.- If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

10 Dec 1880
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