

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

(Received at London Office. 28 MAR 1949)

Date of writing Report 24th Feb., 1949 When handed in at Local Office 24th Feb., 1949 Port of Vancouver, B.C.  
Survey held at Vancouver, B.C. Date, First Survey 21st Feb. 1949 Last Survey 22nd Feb., 1949

2695 on the Machinery of the ~~Wood Iron~~ Steel Single Screw Motorship "IMPERIAL NANAIMO" (No. of Visits 2)

Gross 400 Net 208	Vessel built at Sorel, P.Q.	By whom Marine Industries Ltd.	Year. Month. When 1937 12
	Engines made at Beloit, Wis.	By whom Fairbanks, Morse & Co.	When 1937
172	Boilers, when made (Main)	(Donkey)	--
Main Boilers --	Owners Imperial Oil Ltd. Marine Dept.	Owners' Address	--
Donkey Boilers --	Managers W.R. Smeltzer	(if not already recorded in Appendix to Register Book.)	--
Pressure Main Boilers --		Port Vancouver, B.C.	Voyage Coastwise
Donkey Boilers --	If Surveyed Afloat or in Dry Dock	Railway	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
	(State name of Dock.)	B.C. Marine Railway	

Report No. Port Propeller Damage and  
Screwshaft failure

Particulars of Examination and Repairs (if any) **Propeller Damage and Screwshaft failure**

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage of which must be stated should be separated from Repairs due to other causes; and besides being detailed in the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting the same.

Age cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for the purpose, and why they were declined. **Yes -- Not required**

Has a damage report made by anyone else? If so, by whom? **No**

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

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

Was a special survey not done, state for what reasons? **--**

Were any parts of the Boilers could not be thus thoroughly examined? **--**

Were any 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? **--**

What was the latest date of internal examination of each boiler? **--**

Present condition of funnel (f) **Eff.**

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 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? **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 the screw shaft now been changed? **Yes** If so, state reasons **Fractured at flywheel coupling**

Has the screw shaft now fitted been previously used? **No** 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? **No**

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. **.030"**

When engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? **Yes**

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? **--**

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
*100 A1 5,48/1,48		*LMC CS 10,45
ss Ver.No. 2-45		11,47
		CL(N) 8,47/1,48
		Oil Engines
		British Columbia Coasting Service
		Carrying Petroleum in bulk

Reason for - **PROPELLER DAMAGE AND SCREWSHAFT FAILURE**. It was stated that the propeller had struck logs at various times since last docking in November, 1948 and that on the 17th February, 1949, whilst manoeuvring the engines, on arrival at Bones Bay, B.C. the screwshaft fractured.

**Marine**  
ONE:- Vessel placed on/railway, screwshaft and propeller drawn and examined. (Machinery aft)  
Propeller Bronze 3 blade type - one blade found moderately twisted and bent approx. half blade length and 2 blade tips found moderately bent.

Screwshaft - found fractured in way of engine flywheel coupling, fracture appears to have been due to fatigue.

(P.T.O.)

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, B.S. 1,48, B & M.S. 1,48, \*LMC. 1,48, or \*LMC 140 lb., F.D., &c.)  
CS 1,48.

The machinery of this vessel, so far as now seen, is in good condition and eligible, in my opinion, to remain as now classed in the Register Book with fresh record of Screwshaft C.L.(new)2,49.

Fee (per Section 28) \$ :  
Mach. Damage or Repair Fee, (if any) \$ 24.00  
Screwshaft (per Section 28.) \$ 18.00  
Other expenses (if chargeable) \$ 1.00

Fees applied for 23-Feb., 1949  
Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Date 22 APR 1949

Signature: *[Signature]*

SN 2,49

Lloyd's Register Foundation

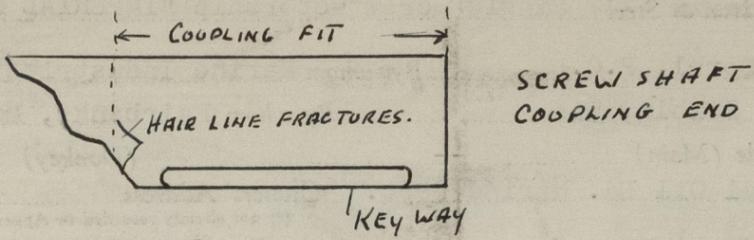
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Insert Character of Ship and Machinery precisely as in the Register Book

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

Sketch showing location and type of fracture



REPAIRS NOW DONE:-

Owner's spare new screwshaft fitted in good order. Marked Lloyds No. 19586 9-1-48 R.C.

Copy of Certificate attached.

Owner's spare bronze propeller, previously damaged and now repaired, fitted in good order.

Other minor repairs carried out.

Interim Certificate issued - Copy attached.

*Stewart*



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