

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

(Received at London Office

-6 JUN 1925

Date of writing Report May 21st 1925 When handed in at Local Office

Port of Loronto

No. in Reg. Book. 82083 Survey held at Kingston, Ont.

Date, First Survey Mar. 21st Last Survey April 1st 1925

(No. of Visits 4)

Tonnage Gross 184 Net 60 Vessel built at Selby By whom Cochrane & Sons, Ltd. When 1924 3mo

Registered Horse Power 69 Engines made at Newbury By whom Plenty & Son, Ltd. When 1924

No. of Main Boilers one Boilers, when made (Main) 1924 (Donkey) 1924

No. of Donkey Boilers — Owners Grant Pyke (E.C.A. Clerk Port London, Eng.) Voyage —

Steam Pressure in Main Boilers 140 If Surveyed Afloat or in Dry Dock Dry Dock
(State name of Dock.) Collingwood SBC. Kingston, Ont.

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 expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>TODAL.</u>	<u>3, 24</u>	<u>LMC. 4, 24</u>
<u>For towing purposes.</u>		<u>CL</u>

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

(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 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? Copy attached Was a damage report made by anyone else? If so, by whom? Salvage Association Surveyors

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no.

Do. " Donkey " no.
If this was not done, state for what reasons? Boiler not due for survey.

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? — 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 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? —, and of the Donkey Boiler? —

Has 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? —

Has shaft now been changed? no If so, state reasons —

Is the shaft now fitted new? no Has it a continuous liner? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

State the distance between datum vitz or bearing metal of stern bush and top of after bearing of screw shaft? one thirty second of an inch.

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

The vessel was placed in dry dock for the survey of damage alleged to have been due to propellor striking submerged obstruction while manoeuvring in Soder's Bay Lake Ontario on December 28th 1924.

It was found that three of the detachable propellor blades were broken off at the hub, the remaining blade broken off at nine inches from the tip. The tail shaft was drawn and it was found that the stern tube was badly fractured. The stern bearing bush was broken loose and revolving on the shaft.

The four propellor blades were renewed. The tail shaft was tested in lathe and found straight and true; the brass liner was filed up true where scored. The intermediate shaft was disconnected and the thrust and crank shafts stripped and examined and found in good condition.

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, B.S. 9.11, B.&M.S. 9.11, or X L.M.C. 9.11, 149 lb., &c.)

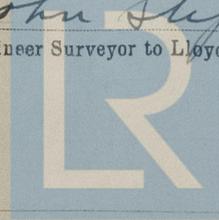
The machinery of this vessel is in good and efficient condition, eligible in my opinion to remain as classed in the Register Book, with record of tail shaft being drawn 4, 25.

Survey Fee (per Section 95) £ #1500
Special Damage or Repair Fee (if any) (per Section 28.) £ —
Travelling Expenses (if chargeable) £ —
Fees applied for May 1st 1925
Received by me, John Stephen
19

Committee's Minute As now **FRI. 12 JUN 1925**

Assigned As now

John Stephen
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

Damage due to propeller striking
obstruction.
Propeller blades & stern tube
renewed.
Shafting examined.

N.B.—If this Report is copied by Copying Press, especial 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.

The fractured stern tube was renewed, the existing stern bearing bush was dressed up and fitted in the new tube. The sea connections and their fastenings were examined and found in good condition. When the repairs were completed the engines were tried under steam and found to be in good working order throughout.

It is submitted that this vessel is eligible for verification (Lloyd's S.S.R.A.)

5425-

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