

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

(Received at London Office)

MUN. JAN. 29 1923

Date of writing Report Jan 17 1923 When handed in at Local Office Jan 17 1923 Port of Montreal

No. in Reg. Book 56555 Survey held at Quebec P.E. Date, First Survey Nov 26 1920 Last Survey June 24 1921 (No. of Visits 14)
on the Machinery of the Wood, Iron or Steel Chippewa.

Tonnage { Gross 2310
Net 1440 Vessel built at Byardville By whom Detroit. I.B.C. When 1920-8
Registered Horse Power 265 Engines made at Detroit By whom Detroit. I.B.C. When 1920
No. of Main Boilers 2 Boilers, when made (Main) 1920 (Donkey)
No. of Donkey Boilers 1 Owners Independent. I.B.C. (Inc) Port Detroit. Mich. Voyage Laid up.
Steam Pressure in Main Boilers 185lb If Surveyed Afloat or in Dry Dock Champlain I.D. Lake. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed now expired.	Machinery and Boiler Survey (including date of N.B., if any).
<u>F100A1. 8-20</u>		<u>FL.M.C. 8-20</u>
<u>Fitted for oil fuel 8-20</u>		<u>C.L.</u>
		<u>F.P. above 150°F.</u>

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? Not required. Was a damage report made by anyone else? If so, by whom? Mr. Penton for Annis & Mr. Wilson for American Underwriters

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

Do. " Donkey " Yes

If this was not done, state for what reasons? Manholes 15"x11" too small for surveyor. The U.S. Inspector went in with a struggle and the former boiler maker at the Davis S.B. yard made an internal examination under the

And what parts of the Boilers could not be thus thoroughly examined? superintendence of the surveyor.

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? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

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 screw shaft now been drawn and examined? No. 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 shaft now been changed? Yes If so, state reasons Yes

Is the shaft now 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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/4"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? The main engines to be tried under steam

The oil fuel installation to be tried under steam and the safety valves to be adjusted.

The main boilers with their mountings were examined throughout and also the superheaters together with all safety valves, doors and mounting. In company with the U.S. boiler inspector the boilers and superheaters were tested to 275lbs water pressure. One new safety valve was fitted to Port Boiler.

The N.P. cylinders was renewed on account of a cracked valve casing. This developed on the voyage down.

The whole of the oil fuel installation was removed from the vessel. The stowage tank was repaired and the Port & starboard settling tanks were tested and made tight. The Transfer pump was overhauled and new oil pumps, filter & strainers were fitted. All the oil pipe lines were overhauled and tested. The electric ring and fittings in stowehold were overhauled and made good. The ash hoist engine was renewed.

The main steam pipes were removed, annealed and tested to 555lbs. The covering of the boilers and steam and exhaust pipe lines was renewed as found necessary.

The main steam pipes were removed, annealed and tested to 555lbs. The covering of the boilers and steam and exhaust pipe lines was renewed as found necessary.

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, E.&M.S. 9,11, or X L.M.C. 9,11, 140 lb., F.D., &c.)
The Machinery of this vessel as far as seen is now in efficient condition eligible in my opinion to remain as classed subject to completion of the survey as noted above.

Survey Fee (per Section 28) £ \$100.00
Special Damage or Repair Fee (if any) £ _____
Traveling Expenses (if chargeable) 75.00
Fees applied for Jan 13 1923
Received by me, Jan 17 1923

Committee's Minute FRI. 9 FEB. 1923

Assigned As above subject.

H. J. Alderson
Engineer Surveyor to Lloyd's Register of Shipping.
FRI. 15 AUG 1924
TUES. 14 OCT 1924
TUES. 12 MAY 1925
FRI. 26 FEB 1926
TUES. 2 NOV 1926
FRI. 6 MAY 1927
TUES. 21 JUN 1927
Lloyd's Register Foundation
TUES. 3 MAY 1927

Insert Character of Ship and Machinery precisely as in the Register Book. 009243-007255-0075

Repairs of damage by fire.

Oil fuel installation removed; boilers, oil pipes
& steam pipes examined & tested;

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.

HP Cylinder, oil pumps, filters, strainers,
ash hoist engine & 1 Safety valve renewed;
Transfer pumps, settling tanks repaired
Boilers & pipes recovered & Electric
wiring overhauled.

It is submitted that
this vessel is eligible to
remain as CLASSED subject to
main Engines & oil fuel
installation being examined
under working conditions
& the Safety valves adjusted

W.D.
9/2/23



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