

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

(Received at London Office)

28 JAN 1933

Date of writing Report Jan. 12 1933 When handed in at Local Office Jan 12 1933 Port of Vancouver B.C.
No. in Reg. Book. 88100 Survey held at Vancouver Date, First Survey Jan. 4 Last Survey Jan 11 1933
on the Machinery of the Wood, Iron or Steel TUG. "ST. FAITH" (No. of Visits 3)
Tonnage { Gross 421 Vessel built at Lytham By whom Lytham S.B. & Eng. Co. Ltd. When 1919-6
Net 2 Engines made at do By whom do When 1919
Nominal Horse Power 167 Boilers, when made (Main) 1919 (Donkey) -
of Main Boilers 2 Owners Kingcome Nav. Co. Ltd. Owners' Address Port Vancouver
of Donkey Boilers 1 Managers Kingcome Nav. Co. Ltd. Voyage Coastwise Towing
Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Donkey Boilers ✓ (State name of Dock.) Cross, Coleman & Evans.

st Report No. 3161 Port VerParticulars of Examination and Repairs (if any) B.S. & M.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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?

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes Jan 4

Do. " Donkey " " " "

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Has the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 180 lbs. Jan 11

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

, and of the Donkey Boiler?

Has the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓

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

Has the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

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

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

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

Boiler Survey. - Main boilers (2) opened up, cleaned, & examined throughout with all mountings & found in good working condition.
Safety valves adjusted under steam 180 lbs. per sq. inch.

15. - Examined 7th 1-2-4 & 6 Main bearings & Crasses.

H.P., I.P. & L.P. crank pins & Crasses.

H.P., I.P. & L.P. cylinders, pistons & rings.

H.P. valve & steam chest.

Air pump opened up & examined with valves & connections.

Attached bilge pumps, valves & connections examined.

Repairs. - all copper main steam pipes removed, annealed, tested to 360 lbs. water pressure & found satisfactory.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel

(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. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

eligible in my opinion to remain as classed with first record

B.S. 1-33 and M.S. with date when the survey has been completed.

Fee (per Section 23) B.S. & M.S. 2 : 50.00

Fees applied for

Special Damage or Repair Fee (if any) (per Section 25.)

Travelling Expenses (if chargeable)

Received by me,

Committee's Minute

FRI 3 FEB 1933

FRI. 10 MAR 1933

Assigned

As now

B.S. 1-33

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009790-009788-0175 1/2

STEEL TUG. "ST. FAITH" - Machinery.

Repairs - H.P. valve chest bored out, new valve rings fitted.
L.P. engine - Spare piston rod & new neck bushes fitted.
Guide shoes, ahead & astern re-metalled
and engine lined up.
Bilge pump ramms machined & new neck
bushes fitted.

To complete N.5. - To be examined. -

- I.P. & L.P. valves & steam chests. ✓
- No 3 & 5 Main bearings & crasses. ✓
- Head shaft, bearings & crasses. ✓
- Attached feed pumps & valves. ✓
- All separate pumps and connections. ✓
- Main condenser to open up, examine & test. ✓
- Generator engine & electric equipment ✓
- Oil fuel system to examine.

Sea cocks

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.