

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

(Received at London Office 12 MAR 1932)

Date of writing Report Feb. 24 1932 When handed in at Local Office Feb. 24 1932 Port of Vancouver B.C.

No. in Reg. Book. 33138 Survey held at Vancouver Date, First Survey Feb. 16 Last Survey Feb. 24 1932 (No. of Visits 3)

on the Machinery of the Wood, Iron & Steel Tug "ST. FAITH"

Tonnage { Gross 421 Net 2 Vessel built at Lytham By whom Lytham & B. & Co. Ltd. When 1919-6

Nominal Horse Power { 167 Engines made at do By whom do When 1919

No. of Main Boilers 2 Boilers, when made (Main) 1919 (Donkey) -

No. of Donkey Boilers 1 Owners Kingcome Nav. Co. Ltd. Owners' Address Port Vancouver Voyage coast towing

Steam Pressure— in Main Boilers 180 Managers do

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock dry dock (State name of Dock.) Burrard Shipyard

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) B.S. & docking

(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 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 _____

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

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

Do. " Donkey " " " " _____

If this was not done, state for what reasons? _____

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

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? yes , 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? yes , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? no 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 shaft now been changed? ✓ If so, state reasons _____

Is the shaft now fitted new? ✓ 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 betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 3/8" bare.

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

The fastenings of propeller, stern bush & sea connections examined.

Sea connections opened up & examined. 3 new propeller blades fitted.

B.S. - Main boilers opened up, cleaned, examined throughout with their mountings & found in good working condition.

Safety valves adjusted under steam to 180 lbs. per sq. inch.

Mach. - H.P., I.P., & L.P. cylinders, pistons, rings, crank pins & brasses examined. I.P. crank pin brasses re-metalled & re-fitted. H.P. & I.P. valves & chests examined.

All main bearings & brasses examined. Thrust shaft & bearings examined.

Air pump opened up & examined. H.P. Top end examined, new bearing brass now fitted.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible in my opinion to remain as classed with fresh record of B.S. 2-32.

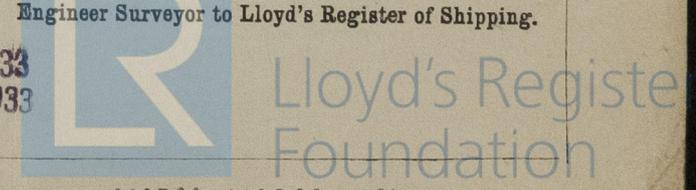
Survey Fee (per Section 28).....	£	45:00	Fees applied for <u>Feb. 24 1932</u>
Special Damage or Repair Fee (if any).....	£	:-	
Travelling Expenses (if chargeable).....	£	3:00	
			Received by me, _____ 19____

Committee's Minute _____
Assigned _____

FRI. 18 MAR 1932

FRI. 3 FEB. 1932
FRI. 10 MAR 1932

S. J. Doomer
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

BS due 1.32 now held.

It is submitted that
this vessel is eligible for
THE RECORD. BS. 2.32.

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.

14
15/3/32.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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