

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 Vessel built at Lytham By whom Lytham & B. & 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) -

No. of Main Boilers 2 Owners Kingcome Nav. Co. Ltd. Owners' Address Port Vancouver Voyage coast towing

No. of Donkey Boilers 1 Managers -

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock drydock (State name of Dock.) Burrard Shipyard

in Donkey Boilers ✓

Last Report No. PortParticulars of Examination and Repairs (if any) B.S. & docking

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

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?

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?

, 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? 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 between lignum vitae 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
 (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 fresh record of B.S. 2-32.

Survey Fee (per Section 28) £ 45.00 Fees applied for Feb. 24 1932
 Special Damage or Repair Fee (if any) (per Section 28.) £ 1.00
 Travelling Expenses (if chargeable) £ 3.00 Received by me, 19

Committee's Minute

FRI. 18 MAR 1932

Assigned

FRI. 3 FEB. 1933
FRI. 10 MAR 1933

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

009780-009788-0181

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.

1/4
✓
15/3/32.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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