

COPY.

Lloyd's Register of Shipping.



Port Vancouver, B. C.

May 21st, 1931.

This is to Certify that

A. SCOTT

the undersigned Surveyor to this Society did at the request of the Owner's Representative, survey the Steam Tug "ST. FAITH" 421 tons gross register of Vancouver, for the purpose of ascertaining the nature and extent of damage stated to have been sustained by striking bottom on May 8th, 1931.

It is reported that the vessel left Vancouver on May 8th, for Bamber Point, and at 16:50 on that date struck the bottom off the White Beacon in Chatham Channel.

The vessel arrived at Bamber Point at 18:05 and upon examination no internal damage was discovered, but one cast iron propeller blade was found to be broken.

The "ST. FAITH" arrived at Vancouver on May 10th, 1931 at 4:30 a.m.

For further particulars see vessel's official log books.

On May 11th, 1931 and subsequent dates, while the vessel was lying on dry dock, and afloat at the Burrard Dry Dock Company, Ltd., North Vancouver, the undersigned in company with Captain Charles Clarkson, Surveyor to the Board of Marine Underwriters of San Francisco, upon examination,

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

"ST. FAITH".

COPY

May 21st, 1931.FOUND:RECOMMENDED:STARBOARD SIDE:

Bar keel slightly chafed and scored for the after 50 ft. and a number of rivets in same loose.

Slack rivets to be renewed.

GARBOARD STRAKE:

The garboard strake, starboard side, scraped for the after 50 ft., and slightly indented in way of brass drain plug.
Drain plug badly torn and scored.

The garboard strake in way of damage to be scraped and dressed up, indent in same to be faired and a new brass plug to be fitted.
Lower garboard seam to be dressed up and caulked.

PROPELLER:

One propeller blade (cast iron) broken.
Rope guard missing.

One new propeller blade to be supplied and fitted.
Missing rope guard to be replaced by new.

TAIL SHAFT:

On further examination:
Shaft found to be out of truth approximately $1/8$ of an inch.

To be tested in place for truth.

To be drawn for further examination, and placed in lathe for testing.

On May 12th, the tail shaft, on being tested in the lathe was found to be out approximately $1/8$ of an inch on the taper, and it was recommended that a new shaft with continuous liner as before, be supplied and fitted, and the vessel be floated and re-docked for this purpose.

STEERING ENGINE:

Reported to be knocking heavily.
Keyway found to be loose on steering gear shaft.

Engine to be lifted, keyway on shaft re-cut and new key fitted.
Side slack in main bearings to be taken up.

Specifications covering the above recommendations were drawn up (copy attached).

The vessel has now been re-docked, and a new tail shaft of approved and tested material with continuous liner fitted.

Six new coupling bolts were also fitted.

In carrying out the repairs, the Owner's spare cast iron blade was used.

COPY

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ST. FAITH".May 21st, 1931.

While the vessel was on dry dock the under-
water body was cleaned and coated, and the necessary repairs
to the steering gear carried out.

A report has been forwarded to the Committee of
Lloyd's Register of Shipping, London, stating that all the repairs
in consequence of this accident have been satisfactorily
completed, and recommending that the vessel be continued as
previously classed.

a. Scott

SURVEYOR TO LLOYD'S REGISTER.



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