

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *Aug 24* 19*26* When handed in at Local Office *Aug 24* 19*26* Port of *Vancouver, B.C.*
 No. in Survey held at *Victoria* Date, First Survey *May 21* Last Survey *Aug. 14* 1926
 Reg. Book. *81912* on the *Wood, Iron or Steel* *ST FAITH* (No. of Visits *17*)

TONNAGE:—

GROSS *414*UNDER DECK *369*NET *11*Built at *Lytham*Owners *Kingcome Nav. Co. Ltd*

Managers

By whom *Lytham S.B. & Eng Co. Ltd* When *1919*Owners' Address *Vancouver*(if not already recorded in Appendix to Register Book.)
Port belonging to *Vancouver*Surveyed Afloat or in Dry Dock? *d. d.* Name of Dock *Various*Destined Voyage *Coastal Trading Service*

WB=Cell DBor DBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
 X for Special Survey.
 Date of last Survey and of Periodical Surveys.

+ *for towing* *6.75* + *446 7 19*
purpos 220 *88*

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *116876* Port *LTH*

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Reclassification.**Vessel placed on dry dock. Bottom & rudder cleaned. Examined & coated.**Cables ranged 180 ft. each 1 1/2 dia.**For and aft peak tanks. opened up - cleaned & tested to rule requirements. after Examination**Double bottom tanks opened up - cleaned. Examined & coated. also tested to rule requirements.**Chain locker - storeroom (old ammunition space), space between storeroom and fore boiler room bulkhead. all cleaned. Examined & found good & repaired.**Engine & Boiler spaces, and below E&B. Examined & found good.**All iron work throughout vessel examined & coated as required.*

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...
 Removed and Faird or Repaired ...
 Faird or Repaired in place ...

Shell Plates. Frames. E. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

PRESENT CONDITION OF THE

Decks *good*
 Caulking of Decks *"*
 Coamings *"*
 Beams & Fastenings *"*
 Outside Plating *"*
 Breasthooks *"*
 Transoms *"*
 Frames *"*
 Reverse Frames *"*
 Longitudinals *"*
 Transverses *"*
 Floors *"*
 Keelsons *"*
 Stringers *"*
 Inner Bottom Plating *"*

State if Tanks have been examined inside *yes*
 State if Tanks now tested *yes*
 Bulkheads *good*
 Ceiling *"*
 Cement or Asphalt (State which.) *good Cement*
 Rudder *good*
 Steering gear and its connections *"*
 Windlass *"*
 Have Pumps now been examined and found efficient? *yes*
 Have Sluice Valves now been examined and found efficient? *"*
 Have Watertight Doors now been examined and found efficient? *"*
 Have Ventilators and their Coamings been examined and found efficient? *yes*

Dblg. Plates under Sounding Pipes *yes*
 Engine Room Skylights *good*
 Bunkers, Open'gs, Lids, &c. *"*
 Scuppers *"*
 Cargo Hatchways *none*
 Hatches *storeroom good*
 Planking of Wood Vessels *"*
 Caulking ditto *"*
 Treennails ditto *"*
 Breasthooks & Stemson ditto *"*
 Transoms, Pointers, & Crutches ditto *"*
 Timbers of Frames at openings ditto *"*
 Ditto ditto at other places ditto *"*
 Stringers, Clamps & Shells ditto *"*
 Salting ditto *"*
 (State if examined.)

Copper, or Y.M. of Wood Vessels (State if on Felt.)
 When put on, Month Year
 Boats *good*
 Masts, Yards, &c. *good*
 Condition, how ascertained *Examined*
 (State if wedges removed)
 Sails *"*
 Equipment letter *"*
 Anchors, No. of *4*
 Cables (State if now ranged) *yes*
 " length *180 ft* size *1 1/2*
 " (on board)
 " Rule length size
 Hawser & Warps *good*
 Standing & Running Rigging *"*

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pEND15, &c."

This vessel is eligible. in my opinion. to be reinstated as previously classed with record of survey 8.26 and notation S.S. for Vancouver. 8.26. fitted for oil fuel 8.26 F.P. above 150°F

Survey Fee (per Section 29) *S.S.*

: 90 : 00

Fees applied for,

Aug 24 1926

Special Damage or Repair Fee (if any) (per Sec. 29)

:

:

Travelling Expenses (if chargeable)

: 72 : 00

Received by me,

30.9.1926

Second Surveyor's Fee (if any)

:

:

Committee's Minute

FRI. 17 SEP 1926

CERTIFICATE WRITTEN

Character Assigned

*Reclassified A1 for Towing Purposes.**Lloyd's Arch. S.S. No. 2-26 + Lmb. 8.26**Fitted for oil fuel 8.26 J.P. above 150°F*

Surveyor to Lloyd's Register of Shipping.

FRI. 22 FEB 1929

FRI. 6 SEP 1925

Lloyd's Register Foundation

Decks - casing - masts rigging. Air & sounding pipes. Steering gear and windlass examined. Hand pump tried. Ventilators and Coaming examined. Latches examined & found satisfactory also flush screws lids in way of the side bunkers. Plating in way of side light examined.

Changes.

The old Side bunker and Cross bunker have been gutted out, the line of the bunker bulkheads being now supported by $3\frac{1}{2}$ dia round pillars, spaced 8 feet apart, and cornered by double channel pillars. On p. & S Sides 4 separate fuel oil tanks have been fitted, and in the Cross bunker 2 larger tanks have been built each being entirely separate from ship's structure, leaving a passage way between same. These tanks are all built to approved plans, the small tanks tested in shop, and the whole series tested to 8' above the top, when completed on ship and found tight.

The after accommodation between E.R. and A.P. Lathhead, has been cleared out and made into a gear storage, with steel cranning. From former lumber hatch fitted on same, with suitable hatch cover and tarpaulin.

The deck over old cross-timber (now a separate tank) has been
continued where hatch was previously fitted, and the side of house
extended to enclose a large living trich. which is secured
to a foundation made up of 18" I beams. A bear wood pilot
house has been fitted to bridge. A light mast with
slays, has been stepped on top of casing to carry trich.
Height of E.R. skylight reduced 9" to clear living wire.
The all back line of the house is now complete.

The after peak tank has been fitted with High & Low Bucklers, and self closing drain cock. The bulkhead forming bar and seams & bolts have been electrically welded before testing. A separate connection for filling AP with water has been fitted.

This vessel was cleared in B.C. for voyage to Vancouver from
Leith, and has now been surveyed with view to re-employment
in L.R. The steam damage to the hull is being repaired.

in L.R. The stem damage formerly in S.R. has satisfactorily repaired at Leith, and on examination now found good. The general condition throughout is good, and the vessel is eligible in my opinion to be reinstated as perishing classed. All the requirements of Section 35 of the Rules have been satisfactorily carried out for the carrying & burning of oil fuel.

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I.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.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.