

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

(Received at London Office

8 SEP 1926

Date of writing Report *Aug 24* 19 *26* When handed in at Local Office *Aug 24* 19 *26* Port of *Vancouver*

No. in Reg. Book *Survey held at Victoria* Date, First Survey *May 21* Last Survey *Aug 14* 19 *26*
(No. of Visits *7*)

31042 on the Machinery of the *Wood Iron or Steel* *Sailing "St FAITH"*

Tonnage { Gross *414*
Net *11* Vessel built at *Lytham* By whom *Lytham S B & Co* When *1919 - 6*

Nominal Horse Power *208* Engines made at *d* By whom *d* When *1919*

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

No. of Donkey Boilers *✓* Owners *Kingcome Navigation Co* Owners' Address *(if not already recorded in Appendix to Register Book).*
Steam Pressure in Main Boilers *160* Port *Vancouver* Voyage *Coasting towing*

in Donkey Boilers *✓* Managers *Kingcome Navigation Co*

If Surveyed Afloat or in Dry Dock *d. d. Yarrow* (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) *LMC.*

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? *yes*

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? *Hydraulic test to 250 lbs for Can. Ent Inspection.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes* To what pressure were they afterwards adjusted under steam? *150 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? *yes* , 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? *yes* Is it fitted with continuous liner? *yes* 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 *Shaft fitted with Continuous Liner for change to lignum vitae bush.*

Has the shaft now been fitted new? *no* 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? *reworded*

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

Keels placed on dry dock. The fastenings of Sea connections, Stern Bush & propeller made good. All Sea Connections opened up & Examined. Stern Bush drawn. White metal removed & bush fitted with lignum vitae & replaced. Solid bronze propeller removed, and new cast iron hull propeller made & fitted. Tail shaft placed in lathe, skinned up, & fitted with continuous brass liner 9' thick. Both boilers Examined throughout and found in good working condition. Safety valves adjusted under steam to 150 lbs per sq inch. The cylinders, pistons, slides, crank & thrust shafting, line shaft, crossheads, condensers, all pumps and connections Examined. The main steam, tested to 350 lbs per sq inch. Conversion to oil fuel. Two separate tanks (to approved plans) fitted in way of boilers on port side, and two separate tanks in old cross bunker.

General Observations, Opinion, and Recommendation:—

(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. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 149 lb., F.D., &c.)

The machinery of this vessel is Eligible in my opinion, to be reinstated as previously Classed in records of LMC 8.26. CL 8.26 fitted for oil fuel 8.26 F.P. at 150°

by Fee (per Section 28) *LMC* £ *85.00*
Oil fuel & T.S. etc. £ *100.00*
a. Repairs & Repair Fee (if any) £ *100.00*
(per Section 28.)
elling Expenses (if chargeable) £ *100.00*

Fees applied for
Aug 24 19 *26*.

Received by me,
30.9.1926

Committee's Minute *FRI. 17 SEP 1926*

signed *+ L.M.C. 8.26*

Fitted for oil fuel

FRI. 22 FEB 1929

FRI. 6 SEP 1925

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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

009780-009788-0199 1/2

CERTIFICATE WRITTEN

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

Is a Certificate required? If so, to be sent to Vancouver.

Survey for reinstatement of
class.

It is submitted that
this vessel is eligible for
THE RECORD + LMC S. 26.

S. 26. 180 Tons (S)

Fitted for oil fuel S. 26. FP
above 150° F.

W.D.
16/9/26.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt. 9a.
Port of

Vancouver

Continuation of Report No. 1672 dated Aug 24. 1926 on the

Steam S. Tug "ST. FAITH"

The after peak is also fitted to carry fuel oil.
All Suctions from Tanks, fuel pump Control, and Steam Smothering line
are controlled from deck. The smothering line extends on p. 55
Sides for entire length of Boiler room under Piles.
The tanks and Connections have been tested according to rule, and the
fuel pressure pipes to 400 lbs.
Two Worthington pumps are fitted so that tanks may be
transferred while using other pump for fuel.
One port and one Starboard tank are fitted with automatic closing
tanks for draining off water. Each tank is fitted with float and
level valve. No tank is closer to Boiler lagging than 14"
The whole Equipment has been successfully fired out on 80 mil
run, and found satisfactory.
All the requirements of Section 25 of the rules have been
complied with.