

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

(Received at London Office 4 JUL 1932)

Date of writing Report June 13 1932 When handed in at Local Office June 13 1932 Port of Vancouver B.C.

Survey held at Victoria & Vancouver Date, First Survey June 8 Last Survey June 11 1932

on the Machinery of the Wood Travers Steel 5.5 "PRINCESS NORAH" No. of Visits 3

Gross 2731 Vessel built at Glasgow By whom Fairfield Co. La. When 1928-11
Net 1519 Engines made at do By whom do When 1928

Boilers, when made (Main) 1928 (Donkey) -

Owners Canadian Pacific Rly. Co. Owners' Address Port Victoria B.C. Voyage Coastwise

Managers - If Surveyed Afloat or in Dry Dock drydock (State name of Dock.) Esquimalt

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

st Report No. - Port -

Particulars of Examination and Repairs (if any) B.S. & L.M.C.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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?

Has 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

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

What parts of the Boilers could not be thus thoroughly examined?

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? 200 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 Boilers? -

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 the 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 the shaft now been changed? - If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/16"

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

Vessel placed on drydock.

The propeller, stern bush, sea connections and their fastenings examined.

B.S. - All main boilers (3) opened up, cleaned & examined

throughout with their mountings & found in good working condition.

Safety valves adjusted under steam to 200 lbs. per sq. inch.

L.M.C. now commenced. - 400 2-5-46 main bearings & brasses examined.

200 L.P. crank pin & brasses examined.

To complete L.M.C. - H.P., I.P., & Ford L.P. cylinders, pistons & crank pins to examine.

200 L.P. cylinder & piston to examine.

400 1-3-4 main bearings, Thrust shaft & tunnel shaft bearings to examine.

All Auxiliary machinery & pumps to examine. Main condensers to examine

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. 9, 11, B.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

eligible in my opinion to remain as classed with fresh record

of B.S. 6-32 and L.M.C. with date, when the survey has

been completed.

Survey Fee (per Section 28) £ 35 : 00 Fees applied for June 13 1932

Special Damage or Repair Fee (if any) £ -

Travelling expenses (if chargeable) £ 10 : 00 Received by me, S. J. Boomer

Committee's Minute TUE 12 JUL 1932 TUE. 4 APR 1933 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned BS 6, 32

Lloyd's Register of Shipping

Foundation

009904-009911-0279

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