

B.C.

Rpt. 9.

No. 8762

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 12th June, 1952

When handed in at Local Office 12th June, 1952

Port of Vancouver, B.C.

No in Reg. Book. Survey held at Vancouver, B.C.

Date First Survey 8 May, 1952 Last Survey 5th June, 1952

16463 on the Machinery of the Wood, Iron or Steel T.S.S. "LADY ALEXANDRA"

(No. of Visits 6)

Tonnage { Gross 1396 Vessel built at Montrose By whom Coaster Const. Co. Ltd.
 Net 678 Engines made at Paisley By whom Bow, McLachlin & Co. Ltd.
 Nominal Horse Power - Boilers, when made (Main) - (Donkey) 1924
 Owners Union Steamships Ltd. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 2 WTB Managers - Port Vancouver, B.C. Voyage Coastwise
 No. of Donkey Boilers -
 Steam Pressure -
 in Main Boilers 200 lbs. B.C. Marine Co. Ltd.'s Marine Railway
 in Donkey Boilers -

Last Report No. Port Dkg., Mach. Cond., B.S.
 Particulars of Examination and Repairs (if any) Sc. shaft drawn

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. Classn. (H) Letter, 3rd Jan., 1952.

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.

A damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Donkey

not, state for what reasons. Water tube type

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? Both boilers tested hydraulically to 300 lbs. p.s.i.

State latest date of internal examination of each boiler Both 2/6/52

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs. p.s.i.

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 Boilers?

Did the Surveyor examine the mountings of the Main Boilers? Yes

, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? P. only

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No

Has the shaft now fitted been previously used?

Has it a continuous liner?

Bearing 1/16" Strut 7/64"

State date of examination of Screw Shaft 3/6/52

stern bush. P. Bearing 7/64"

State the wear down in the

Strut 3/64"

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

OW DONE:- Vessel placed on Marine Railway, propeller, sea connections (opened up) and underwater fastenings examined.

The following parts now examined for Condition:- Port screwshaft drawn and examined and found in good order.

Starboard Main Engine - cylinders, pistons, valves and valve chests, crank pins and bearings, crank, thrust and intermediate shafts.

Auxiliaries - Starboard circulating pump, air pump, middle feed pump, after fuel pump examined in their entirety. Pumping arrangements, oil fuel burning and steam amothering installations examined and tested under working conditions.

QUAL BOILER SURVEY:- Both main boilers (W.T. type) examined internally and externally with their principal mountings and the safety valves adjuster under steam to the working pressure.

PAIRS WEAR & TEAR:- 1 tube in forward boiler renewed. Sundry other minor repairs effected.

Interim Certificate issued - copy attached.

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, BS 9,11, B&MS 9,11, &LMC 9,11 or CS 3,34)

The machinery of this vessel is in good condition and eligible, in my opinion, to remain classed with fresh record of Blr.S. 6,52 and Port Screwshaft seen C.L. 6,52.

Fee (per Section 29) Mach. Cond. \$30.00

ual B.S. &

1 Damage or Repair Fee (if any)

\$80.00

ewshaft Survey

\$30.00

ling expenses (if chargeable)

\$5.00

Fees applied for

7th June, 52

Received by me,

19

nittee's Minute

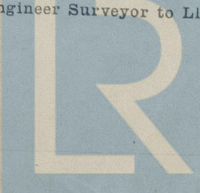
THURS 11 SEP 1952

ned

As new

Port 5 6.52 Blr S. 6.52

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

010089-010095-0110

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