

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

(Received at London Office)

21 MAY 1932

Date of writing Report May 6 1932 When handed in at Local Office May 6 1932 Port of Vancouver B.C.

No. in Reg. Book. 31835 Survey held at Esquimalt Date, First Survey May 2 Last Survey 1932 (No. of Visits 1)

on the Machinery of the Wood Iron or Steel T.S.S. "PRINCESS JOAN"

Tonnage { Gross 5251 Net 3023 Vessel built at Glasgow By whom Fairfield Co. La. When 1930 - 4

Nominal Horse Power { 622 Engines made at do By whom do When 1930

No. of Main Boilers 4 Boilers, when made (Main) 1930 (Donkey) 1

No. of Donkey Boilers 1 Owners Canadian Pacific Ry. Co. Owners' Address (if not already recorded in Appendix to Register Book.) Port Victoria Voyage Coastwise

Steam Pressure in Main Boilers 250 lbs. Managers do If Surveyed Afloat or in Dry Dock drydock (State name of Dock.) Esquimalt

Last Report No. do Port do

Particulars of Examination and Repairs (if any) docking

(Periodical Surveys, when held, must be reported in detail and seriatim 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? do

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

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

Do. " Donkey " " " " " do

If this was not done, state for what reasons? do

And what parts of the Boilers could not be thus thoroughly examined? do

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? do

Did the Surveyor examine the Safety Valves of the Main Boiler? do To what pressure were they afterwards adjusted under steam? do

Did the Surveyor examine the Safety Valves of Donkey Boiler? do To what pressure were they afterwards adjusted under steam? do

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? do, and of the Donkey Boilers? do

Did the Surveyor examine the drain plugs of the Main Boilers? do, and of the Donkey Boiler? do

Did the Surveyor examine all the mountings of the Main Boilers? do, and of the Donkey Boiler? do

Has screw shaft now been drawn and examined? do Is it fitted with continuous liner? do Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do

Has shaft now been changed? do If so, state reasons do

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. Tube 1/2" Stud 1/2" S. Tube 1/2" Stud 1/2"

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

Vessel placed in drydock. Fastenings of propellers, stern bushes and sea connections examined and found good.

Sea connections opened up and examined

P. & Starbd. circulating pump. Impeller shafts, bearings and casings examined.

General Observations, Opinion, and Recommendation: The machinery of this

(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.)

vessel is eligible in my opinion to remain as

classed without fresh record.

Survey Fee (per Section 28) £ : 10 : 00 Fees applied for May 6 1932

Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, S. J. Boomer

Travelling expenses (if chargeable) £ : : 19

Committee's Minute As now TUE. 31 MAY 1932

Assigned As now

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

Sea connections examined.

Circulating pumps examined

It is submitted that
this vessel is eligible to
remain as CLASSED.

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.

CWJ
30-5-32

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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