

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

(Received at London Office

25 SEP 1950)

Date of writing Report 31st Aug., 1950 When handed in at Local Office 31st Aug., 1950 Port of Vancouver, B.C.
in Survey held at Vancouver, B.C. Date, First Survey 17th August, Last Survey 19th August, 19 50
Book No. 6 on the Machinery of the ~~Wood~~ Steel S.S. "LAKE MANITOU" (No. of Visits 2)

Gross 7162 Net 4303 Vessel built at Vancouver, B.C. By whom West Coast Shipbldrs. Id. When 1944 Month 9
Engines made at Montreal By whom Dominion Engineering Works, Ltd. (Donkey) When 1944
Main Boilers 2 WT Boilers, when made (Main) 1944 Owners Western Canada Steamship Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)
Donkey Boilers - Managers - Port Vancouver, B.C. Voyage Foreign
Main Boilers Pressure 250 lb. (Spt. 230 lb.)
Donkey Boilers Pressure - If Surveyed Afloat or in Dry Dock Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) Pacific Drydock - Floating Dock

Report No. - Port -
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 any damage, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes; and besides being detailed in the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting the report.

In cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for the purpose, and why they were declined.

Has a special damage report been 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? -

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

Were the examinations as not done, state for what reasons? -

Were any parts of the Boilers could not be thus thoroughly examined? -

Were any 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? -

What was the latest date of internal examination of each boiler? -

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

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? - 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 all the mountings of the Main Boilers? - and of the Donkey Boilers? -

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? No

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

Has the screw 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 was the distance of examination of Screw Shaft? - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. .145"

Were any engine parts, when referred to by numbers, should be counted from forward? - Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

Is the insulation resistance complete, state what arrangements have been made for its completion and what remains to be done. Complete

REMARKS:-

Vessel placed on floating dock, propeller, sea valves and underwater fastenings examined and found in good order.

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. 1,48, B & M.S. 1,48, L.M.C. 1,48, or L.M.C. 140 lb., F.D., &c.)

The machinery and boilers of this vessel are, so far as now seen, in good condition and eligible, in my opinion, to remain as classed without fresh record of Survey.

Signature of Surveyor: [Signature] Engineer Surveyor to Lloyd's Register of Shipping.

Received by me, [Signature] 19 50

CHARGED ON FULL REPORT

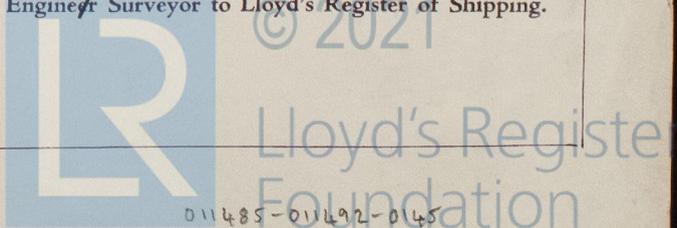
Stamp: FNL 27 OCT 1950

tee's Minute As now

ned

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

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



Docking.

It is submitted that this vessel is eligible to remain as **GLASSED**.

13.10.50
L.R.