

REC'D NEW YORK AUG 22 1921

Rpt. 9.

No. 889

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

(Received at London Office

TUE. 6 SEP. 1921

Date of writing Report 12th Aug 1921 When handed in at Local Office 15th Aug 1921 Port of Vancouver B.C.

No. in Reg. Book. 33800 Survey held at Victoria & Vancouver Date, First Survey 30th July Last Survey 8th Aug 1921

on the Machinery of the Wood, Iron or Steel SS "CANADIAN IMPORTER" Master C. Pinet

Gross 5465 Net 3400 Vessel built at Vancouver B.C. By whom J. Coughlan & Sons When 1920

Engines made at D. W. Henderson & Co. Ltd. By whom at Glasgow When 1920

Boilers, when made (Main) 1920 (Donkey) ✓

Owners Canadian Government Port Montreal Voyage Australia

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

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year last surveyed and next surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1 Class Contingent</u>		
<u>+100A1</u>		<u>+LMC 2, 20</u>
<u>2, 20</u>		<u>TS (CL)</u>

st Report No. Port

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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? Was a damage report made by anyone else? If so, by whom?

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

Do. " Donkey " " "

is was not done, state for what reasons?

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?

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

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

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

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

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

screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

shaft now been changed? no If so, state reasons ✓

se shaft now fitted new? no Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 18"

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

and going in dry dock, Propeller, Stern bearing & ratchet examined.

Found:- One bronze propeller blade bent over at edge.

Now done:- One propeller blade removed & spare blade fitted.

No cocks opened up for examination, the surfaces of Valves ground in as found necessary.

Stern bearing examined in way of after end found satisfactory.
The main & auxiliary machinery examined generally without opening up.

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, S.&M.S. 9.11, or L.N.C. 9.11, 100 lb., T.D., &c.)

Machinery of the Vessel so far as seen is in good & efficient condition eligible in my opinion to be continued as classed without fresh record.

Fee (per Section 95)..... £

Damage or Repair Fee (if any).....

ng Expenses (if chargeable).....

Fees applied for

19

Received by me,

19

Ernest Edward
Engineer Surveyor to Lloyd's Register of Shipping.

mittee's Minute

igned W. A. Edwards

FEB. 10 MAR. 1922



Lloyd's Register
Foundation

U11335-0125

Docking Sea connections examined

N.B.—If this Report is copied by Copping 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.

Repairs effected

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

Well
14/9/41

[Handwritten notes in cursive script, mostly illegible due to fading and bleed-through. Some legible fragments include:]

...the vessel is in a satisfactory condition...
...the hull is in a satisfactory condition...
...the machinery is in a satisfactory condition...
...the cargo is in a satisfactory condition...
...the crew is in a satisfactory condition...
...the vessel is in a satisfactory condition...
...the hull is in a satisfactory condition...
...the machinery is in a satisfactory condition...
...the cargo is in a satisfactory condition...
...the crew is in a satisfactory condition...
...the vessel is in a satisfactory condition...
...the hull is in a satisfactory condition...
...the machinery is in a satisfactory condition...
...the cargo is in a satisfactory condition...
...the crew is in a satisfactory condition...

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation