

SPECIFICATION FOR REPAIRS AND RENEWALS
TO THE CANADIAN GOVERNMENT MERCHANT MARINE
STEAMER "CANADIAN IMPORTER"

SPECIFICATIONS for work to be effected on the above named vessel now lying at the Government Dry Dock, Esquimalt, B. C. It is understood by the Contractor that the repairs herein specified are to be carried out and completed in all the detail connected therewith and that the workmanship and materials must be of the best quality throughout and conform in size etc., to those now in the vessel, and to the requirements of Classification and good steamship repair practice.

Should the Contractor require the removal of any parts of the vessel or her fittings, engines, boilers, and/or their fittings, coal dunnage, ballast, etc., for carrying out the repairs specified or implied, the same is to be done by him and all such removals are to be subsequently replaced as before, and any damage resulting therefrom is to be made good by the Contractor and at his expense.

Any dispute or disagreement as to the meaning of the Specification regarding the work to be done, or the quality of the material furnished or as to the workmanship of the repairs, shall be left to the decision of the Owners Representative, the Underwriters and Classification Surveyor, whose decision regarding the same shall be binding on all parties.

Tenders to be given in a lump sum for all the work specified or implied, the lump sum to include the cost of all Dry Dock rent, shoring, wharfage charges, charges for night and day watchman, shifting or moving of the vessel by the repairers at their work, lump sum must also include all charges for water for the boilers while the vessel is undergoing repairs, fuel, light, and all other expenses necessary for carrying out the repair.



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In case of any of the vessel's machinery, equipment or fittings being used by the Contractor for any purpose whatever he shall be held responsible for their reconditioning if necessary, and shall make good any damage resulting from such use.

Tenders must specify the time required to complete the repairs set forth in this Specification, in running days, the Owners reserve the rights to reject any or all bids.

Tenders to be handed to Mr. B. C. Keely at the office of Captain W. H. Logan, Temple Building, Victoria, B. C. on Friday October 7th. 1921 at 3 p.m. when they will be opened.

Tenders to be drawn in the following manner:-

"I (or we) hereby agree to faithfully carry out and complete all the repairs to the Steamship "CANADIAN IMPORTER", as set forth in the Specifications under date of October 4th. 1921 and to abide by the conditions specified or implied therein for the sum of \$_____ and to complete the work in _____ running days.



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DETAIL OF WORK.

MAIN ENGINES.

The main engines to be opened up for examination, pistons drawn cylinders cleaned, pistons cleaned, new rings supplied if necessary, pistons replaced and refitted as before.

PISTON RODS AND VALVE SPINDLES.

The piston rods and valve spindles to be removed, repaired as may be found necessary and refitted as before.

STOP THROTTLES, BY-PASS AND IMPULSE VALVES.

All valves to be opened up together with their spindles and shaftings, overhauled, repaired if found necessary cleaned, refitted as before and left in good working order.

AUXILIARY COCKS.

All cocks on the main engine, from drains, gauges, cylinders etc., must be examined, repaired as found necessary, cleaned, cleared, refitted and left in good working order, together with all the necessary piping in connection therewith and any broken or damaged parts or any missing parts or piping must be replaced by new.

PISTON ROD AND VALVE SPINDLE GLANDS.

The packing must be removed from all piston rods and valve spindle glands and all the valve gear drag links, guide brackets, saddle blocks, eccentric rod brasses, way shaft bearings must be examined, repaired as found necessary, refitted as before and all left in good working order. Any broken or missing parts, must be replaced by new and all packing must be examined, cleaned, renewed if necessary and refitted as before.

CONNECTING RODS.

The connecting rods to be disconnected, top and bottom and brasses to be removed, cleaned, repaired as required, refitted and left in good working order, the crank and crosshead pin to be examined, repaired as required,

CONNECTING RODS.
Continued.

cleaned and refitted as before, the guide to be cleaned, guide shoes to be removed, examined and repaired as required, cleaned, refitted, all connected up and left in good working order.

EGCENTRIC RODS AND STRAPS.

The eccentric rods and straps must be disconnected, repaired as required, cleaned, refitted and left in good working order.

PUMP LEVERS AND ROCKERSHAFT BEARINGS.

The levers and links to be disconnected, that together with their brasses to be examined, repaired as required, cleaned, refitted and left in good working order.

MAIN CONDENSORS.

The main condensor is to be opened up together with all it's pipe connections and valves cleaned, closed, tested, any leaky tubes must be removed and replaced by new, condensor finally closed up and left in good working order.

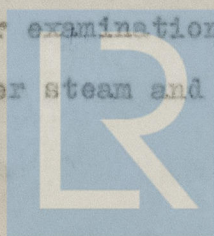
AUXILIARY CONDENSOR.

The auxiliary condensor to be opened up together with all it's pipes, connections and valves, cleaned, closed, tested any leaky tubes to be removed and replaced be new, condensor closed up and left in good working order.

PUMPS.

The air bilge, feed and sanitary pumps together with their valves and connections, must be opened up, plungers and buckets drawn all soft packing removed, suction, discharge, relief and escape valves and pet cocks, all overhauled, repaired as required, new soft packing supplied and all refitted and left in good working order. The circulating engine and pump must be opened up for examination together with their valves, piping and connections, repaired as required, refitted, tested out under steam and left in good working order.

The Wier pumps together with their engines, valve cocks and connections, must be opened up for examination, repaired as required, cleaned, refitted, tested out under steam and all left in good working order.



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PUMPS.
CONTINUED.

The small regrigerator circulating pump together with it's engine piping and connections valves etc., must be opened up for examination, repaired as required, cleaned refitted, tested out under steam and left in good working order.

BALLAST
DONKEY.

The ballast donkey pump together with it's engine, piping, valves and connections, must be opened for examination, repaired as required, refitted, tested out and left in good working order. The hotwell together with it's valves and connections, to be opened up, repaired as required, cleaned, refitted and left in good working order. All cocks, valves and piping under the engineroom floor plates, to be thoroughly examined, repaired as required, refitted, cleaned, tested out and all left in good working order.

The syphen connected with the main condensor, is to be examined, repaired as required, cleaned refitted and left in good working order.

FEED HEATERS

The feed heater to be opened up, overhauled, repaired as found necessary, together with all it's pipes, connections and valves cleaned, refitted, tested out and left in good working order.

FEED WATER TANK.

The feed water tank together with all it's valves, pipes and connections to be opened up, repaired as required cleaned, refitted as before and left in good working order.

WATER SERVICE TO MAIN ENGINE.

The water service ~~in~~ piping together with all, it's valves and connections on the main engines, must be thoroughly overhauled, repaired as required, all broken or damaged parts renewed the whole refitted as before, tested out and left in good working order.

OILING SYSTEM.

All the oil pipes, boxes, valves, clips leads etc., connected therewith on the main and auxiliary engines, must be thoroughly overhauled, repaired as required, any broken or badly damaged

parts renewed or refitted

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parts renewed or refitted and left in good working order.

ECCENTRIC WATER TROUGHS.

These troughs must be overhauled, repaired as required cleaned, refitted as before and left in good working order.

PIPING SYSTEM.

It must be distinctly understood that all piping, valves and connections including the main and auxiliary steam piping, the boiler and engines, must be overhauled any leaky joints remade, all lagging to be removed and pipes relagged as before, damaged or broken parts to be renewed and the pipes refitted as before and left in good working order.

All piping in connection with the pumping system including the tank suction piping, the hold suction piping, also that to the fresh water tanks, galleys etc., must be thoroughly overhauled, cleaned, repaired as required, strums cleaned and cleared and all refitted as before, tested out and left in good working order. All tank vent pipes must be examined, repaired if required, cleared and left in good working order.

All sounding pipes to the holds and tanks, must be overhauled, repaired if required, cleaned, cleared and left in good working order.

DECK STEAM PIPING.

All steam piping together with it's valves and connections, and exhaust piping in connection with the deck machinery, also including the covers and bearers, must be thoroughly overhauled repaired as required, any broken or damaged parts to be replaced by new, piping refitted, tested out, joints made tight and all left in good working order.

The heater piping to be examined, any damaged or broken parts to be replaced by new, heating system tested out under steam and left in good working order. It is not anticipated that there is any damage to this system in the saloons.

DECK STEAM PIPING.

officers or crews quarters, but a general overhaul will be required.

SEACOCKS & VALVES:

All seacocks and valves together with their joints and pipe connections, must be thoroughly overhauled, repaired as required valves reground if necessary and all refitted as before, and left in good working order.

SPEAKING TUBES.

The speaking tubes from the tubes to the engineroom to be overhauled, repaired if required any broken or damaged parts to be replaced by new, all refitted and left in good working order.

ENGINEROOM AND DOCKING TELEGRAPH.

The telegraphs to the engineroom, bridge, pilot, house and poop must be thoroughly overhauled, repaired as required, and all left in good working order.

ELECTRIC LIGHTING SYSTEM.

The switchboard must be removed from the vessel and a new switchboard with a complete set of instruments of the same size and dimensions as the old board, supplied and fitted as before.

The entire wiring system throughout the vessel must be overhauled all that which is wet and damaged must be removed and replaced by new together with fuse boxes, switches, lamps, guards, cutouts and all other material appertaining to the lighting system which must all be overhauled, repaired or renewed as required reinstalled, connected with the switchboard in separate circuits as before.

DYNAMO ENGINE.

The dynamo engine is to be opened up, pistons and valves removed, governor overhauled, brasses and bearings removed, the entire engine repaired as required together with all it's piping, valves and connections, refitted, tested out under steam connected to the motor and left in good working order.

DYNAMO.

The dynamo must be removed from the vessel, armature and field coils rewound, commutator trued up, brushes renewed, all connections out in good working order, wiring system connections refitted and the dynamo replaced on board as before, connected up, tested out and left in good working order.

FAN ENGINES.

The fan engine to be opened up, pistons and valves removed and tie brasses, main bearings, valves and connections, all thoroughly overhauled, repaired or renewed as required, refitted, connected up and left in good working order.

The fan to be opened up, examined together with all it's bearings casings, vanes, stays etc., to be thoroughly overhauled, repaired as required, refitted and left in good working order.

STARTING ENGINE.

The starting engine together with it's valves brasses, piping, cocks, and bearings, to be opened up, thoroughly overhauled, piston and valve drawn, all repaired as required, refitted and left in good working order.

TURNING ENGINE.

The turning engine together with it's brasses bearings, piping cocks and valves to be opened up, thoroughly examined, repaired as required, refitted and left in good working order.

THRUST SHOES.

The thrust shoe, to be removed, cleaned, repaired as required, refitted and left in good working order. The oiling and water system through the thrust to be examined, repaired and required, cleared, cleaned, refitted and left in good working order.

TUNNEL SHAFTING.

The bearing covers to be lifted, cleaned, adjusted, refitted left in good working condition and all oil and water service pipe to be overhauled, cleaned, cleared, repaired as required, refitted and left in good working order.

ENGINEER ROOM FLOORING.

The iron plates to be lifted, all woodwork to be overhauled renewed as required and the iron plates replaced and fastened in position as before.

EVAPORATOR

The evaporator together with it's cocks, valves, piping and gauges, to be opened up, thoroughly overhauled, any broken or damaged parts to be renewed or repaired as required, and all sea valves, cocks, and piping leading to and from the evaporator, to be opened up, repaired as required, reground and all refitted as before, tested out and left in good working order.

LAGGING.

The lagging on the cylinders of the main engines, the evaporator, the dynamo engine and any other lagging on the auxiliary engine cylinders, must be all removed, the cylinders relagged and the wooden or metallic coverings, all refitted as before. The guard casing on the main engine, to be overhauled, repaired as found necessary, refitted as before.

ENGINEER ROOM LADDERS GRATING AND HANDRAILS.

The engineer room ladders, handrails, gratings with their fastenings and brackets, must be all thoroughly overhauled, repaired as found necessary, refitted and left in good order.

MAIN BEARING BRASSES.

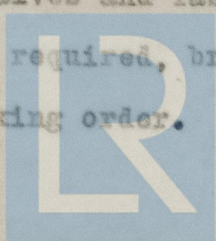
The main bearing brasses to be removed, cleaned, repaired as required, refitted and left in good working order.

WATER TIGHT DOORS.

The water tight doors in the stokehold and engineer room to be overhauled, repaired, cleaned, refitted, and left in good working order.

OIL TANKS.

The oil tanks in the engineer room for storage of engine oil together with cocks, pipes, valves and fastenings, to be overhauled repaired or renewed as required, broken parts renewed, refitted and left in good working order. The platform upon



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OIL TANKS
CONTINUED.

which these tanks are standing, must be removed and replaced by new.

STERN GLAND.

The stern gland to be overhauled, repaired, repacked, refitted.

TUNNEL RECESS GLAND.

The tunnel recess gland to be overhauled, repaired, repacked, and refitted.

STOREROOMS.

The engineers stores to be cleaned out all woodwork removed, steel work scraped, wirebrushed and painted and the storeroom reconstructed to it's original outline.

PACKING LOCKER.

The packing locker to be removed and reconstructed to it's original outline.

ENGINEER ROOM DESK AND BLACKBOARD.

The engineroom desk and blackboard to be removed, new desk and blackboard supplied and fitted as before.

GAGES.

All the damaged guages, together with their piping, cocks and fittings, must be removed, pipes and cocks repaired as required, cleaned, new guages supplied of the same size and dimensions as those already in the vessel, and all refitted as before.

IN BOILERS.

The lagging to be removed, the outer shell of the boiler scraped, wirebrushed, coated with bitumastic enamel, relagged with $3\frac{1}{2}$ " of approved lagging metallic covers, all replaced as before.

MAIN AND AUZILIARY STOP VALVES.

The main and auxiliary stop valves, together with the steam lines, leading to and from them, ~~joining~~ jointing etc., to be examined, repaired as found necessary and refitted as before, all to the satisfaction of the Dominion Surveyor.

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SAFETY VALVES.

The safety valves together with their piping, joints, and casing gear to be thoroughly overhauled, repaired as found necessary and refitted to the satisfaction of the Dominion Government Surveyor. Whistle valves, steam trap and piping connection with same to be overhauled and put in good working order.

STEAM GUAGE COLUMNS & CONNECTIONS.

The steam guages, cocks, pipe, valves, and all connections with the water guage columns must be removed, repaired or renewed as required, cleaned, refitted as before and left in good working order.

SALINOMETER COCKS.

The salinometer cocks to be overhauled, cleaned, repaired as required, refitted and left in good working order.

MAIN AND DONKEY FEED VALVES AND CHECKS.

These valves together with their pipes and connections must be overhauled, valves reground, all cleaned, repaired or renewed as required, refitted and left in good working order. The surface and bottom blow down valves and cocks must be opened up together with their piping and connections, all broken or damaged parts repaired or renewed as found necessary steam pipes relagged, all cleaned and refitted as before and left in good working order.

BOILERS.

The main boilers to be opened up, cleaned, zinc plates renewed where necessary, boilers cleaned, filled and tested under steam and left in good working order.

FRONT.

All the air casings from the fans together with their check valves and connections, furnace and asphalt doors and fastenings must be overhauled, repaired as required and left in good working order.



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FURNACES.

The furnaces to be scraped and cleaned out, bridge walls renewed, bars replaced and furnaces left in good working order.

TUBES SMOKEBOXES & BACK CONNECTIONS.

The tubes, smokeboxes and back connections to be all cleaned out and retarders replaced after the boilers have passed inspection.

SMOKEBOX DOORS.

The smokebox doors to be overhauled, repaired as found necessary and put in good working order.

FIREROOM FLOORING.

The plates to be removed, all woodwork overhauled, repaired or renewed as found necessary and the plates refitted, refastened as before.

MANIFOLD VALVE BOXES.

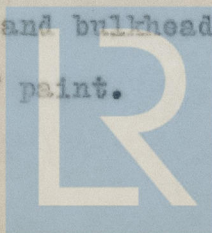
The manifold valve boxes in the fireroom together with their piping and connections, must be overhauled, repaired as required refitted and left in good working order.

PIPING UNDER FIREROOM FLOOR.

All the suction, discharge and other piping under the fireroom floor must be overhauled, repaired, rejointed as necessary and left in good working order. The pipes, valves, guard boxes, retort hangers, and supports in the stokehold, must be overhauled, repaired as required and left in good working order. The stokehold gratings and ladders must be overhauled, together with their fastenings and brackets, repaired or renewed as required, refitted and left in good working order.

TANK TOP & BILGES.

The tank top and bilges in the engineroom, fireroom must be cleaned, all rubbish removed, tanktops wirebrushed and coated with bitumastic, the bilges coated with cement. The engine and fireroom sides and bulkheads must be washed down and given one coat of paint.



DECK MACHINERY.

WINDLASS.

The windlass must be overhauled, repaired as required, refitted, tested out and left in good working order.

STEERING GEAR.

The steering gear including telemotor, steering engine, quadrant, packing glands, chains leads and connections, must be all overhauled, repaired as required, refitted, tested out and left in good working order.

CARGO WINCHES.

The cargo winches must be all overhauled, repaired and repacked as required, refitted and left in good working order.

ASH HOIST.

The ash hoisting engine must be overhauled, repaired, refitted and left in good working order.

0. ONE HOLD

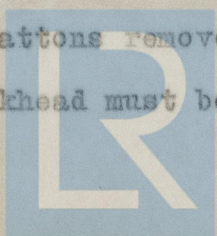
The limber boards to be lifted, tank tops and limbers cleaned, all rubbish removed from the hold, tank top coated with bitumastic, bilges cemented and the limber boards fitted as before.

0. TWO HOLD.

The No. 2 lower hold including the space used for bunker coal must be cleaned out, bilge boards lifted, bilges cleaned out, all rubbish removed, the dunnage battens removed the ship's sides, bulkheads and tank tops scraped and wirebrushed, the sides painted, the dunnage battens refitted and painted in place, The tank top coated with bitumastic, the bilges cement washed and the bilge boards refitted as before, any broken or damaged boards must be replaced by new.

TWO 'TWEEN DECK.

No. Two 'tween deck, together with the bunker space included therein wherever there is signs of water damage, must have the dunnage battens removed, the steel works on the sides, deck and bulkhead must be scraped, wirebrushed and painted.



TWO 'TWEEN DECK
FINUED.

The underneath part of the 'tween deck plating together with the 'tween deck beams in the lower hold, must be scraped, wirebrushed and painted.

NET BUNKERS.

The pocket bunkers on the after part of No. 2 Hold, must be scraped, wirebrushed and painted, bilge boards lifted, bilges cleaned, tank top scraped and wirebrushed, tank tops coated with bitumastic, bilges cemented, bilge boards refitted, any broken or damaged boards to be replaced by new, bunker doors made workable and all left in good working order.

THREE LOWER HOLD.

Bilge boards to be lifted the hold and bilges cleaned out and the rubbish removed, the dunnage battons removed, ship's sides straight wirebrushed and painted, dunnage battons refitted and painted in place, the tank tops and bulkheads scraped, wirebrushed, bulkheads painted, tank top ~~scraped~~ coated with bitumastic, bilges cement washed and the bilge boards refitted any broken or damaged boards to be replaced by new.

There are twelve rivets cut out of the tunnel and bulkhead, these must be replaced by new.

The tunnel to be scraped wirebrushed and coated with bitumastic.

FOUR HOLD.

To have the bilge boards removed, the hold and bilges cleaned out and all rubbish removed. The tank tops, bulkheads where they are damaged by water, scraped and wirebrushed, tank tops coated with bitumastic, bulkheads painted, bilges cement washed, and the bilge boards refitted as before, any broken or damaged boards to be replaced by new. The tunnel to be scraped, wirebrushed, and coated with bitumastic.



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TUNNEL INTERIOR.

The tunnel interior must be scraped, wirebrushed and painted tank top in the tunnel to be scraped, wirebrushed and coated with bitumastic, the bearing stools, scraped, wirebrushed and painted and the tunnel floor boards all repaired or refitted as before, any broken or damaged boards must be replaced by new.

NOTE: It must be understood that two coats of paint will be required wherever the steel work has been water damaged.

BRIDGE DECK.

Two deck plates on the port side of the engineroom casing must be faired in place.

ENGINE ROOM CASING.

One plate on the port side of the engineroom casing and three plates on top together with their angles and stiffeners where they have been fire damaged, must be faired in place or removed, faired and returned as necessary.

ENGINE ROOM SKYLIGHT.

The engineroom skylight must be removed, faired, new glasses supplied and fitted as required, hinge pins and lockings overhauled, repaired, refitted and the skylight replaced refitted as before and left in good working order.

VENTILATORS.

A new ventilator of the same size and type as the one on the opposite side to be supplied and fitted on the engineroom skylight, the existing portion of the ventilator to be repaired as required.



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