

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

(Received at London Office)

FEB 21 1922

Date of writing Report Jan. 9th. 1922. When handed in at Local Office Jan. 23rd. 1922. Port of VANCOUVER, B. C.

No. in Reg. Book. Survey held at Vancouver, B. C. Date, First Survey Oct. 18th. Last Survey Dec. 15th. 1921.

11294. on the Machinery of the ~~Wagon~~ Steel SC. "CANADIAN IMPORTER" Master G. McConachy.

Tonnage { Gross 5465.
Net 3400 Vessel built at Vancouver, B. C. By whom J. Coughlan & Sons Ltd., When 1920. 2.

Registered Power 520 NHP Engines made at Glasgow. By whom D. & W. Henderson Co. When 1920.

Main Boilers 3 SB Boilers, when made (Main) 1920. (Donkey) ✓

Donkey Boilers - Owners Canadian Government, Merchant / Port Montreal, Voyage Australia.

Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) B. C. Marine Wharf.

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

Next Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials 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? attached hereto. Was a damage report made by anyone else? If so, by whom? Capt. Logan, Surveyor to Underwriters.

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

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

Were any parts of the Boilers not 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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes. and of the Donkey Boiler? -

Did the Surveyor examine the drain plugs of the Main Boilers? None. and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boiler? -

Has a new 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? -

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

Has a new shaft now been fitted new? - 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 is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? -

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

REMARKS: Stated to have been sustained through flooding of No. 2 Hold, and Engine & Boiler spaces in August, and September 1921, while on a voyage from British Columbia Ports to Australia. (See Damage Report)

DONE: Boilers opened up and internally examined. The Lower main stays & C C tops were found in places to be coated with soft insoluble sediment, the furnace crowns containing hard light scale, and in the boiler bottoms other scale forming properties had accumulated.

The insulation covering removed from all boilers, boilers thoroughly cleaned, internally, and externally, and the smoke tubes blown and back ends brushed. The stayed

plates were found intact, and gave no evidence of straining. No pitting or corrosion

observed. Safety Valves examined together with their mountings, and adjustments made for wear

as found necessary. Furnace fronts and air shuttles overhauled, and all ash pit doors

were found broken replaced by new. Top plate on starboard side of smoke box in way of lower

observed. Observations, Opinion, and Recommendation:—

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.)

Engines and Boilers are now in good and efficient condition, and eligible in our opinion

to remain as classed, and have record of LMC 12,21, made in the Register Book, in the case of this

vessel.

Expenses (if chargeable) Traveling exp. Seattle \$ 21.75 Fees applied for 23 Jan 1922

Vancouver \$ 235.00 Received by me, 20.9.1922

San Francisco \$ 223.00 18/10

Surveyors fee San Francisco \$ 137.50 Engineer Surveyor to Lloyd's Register of Shipping.

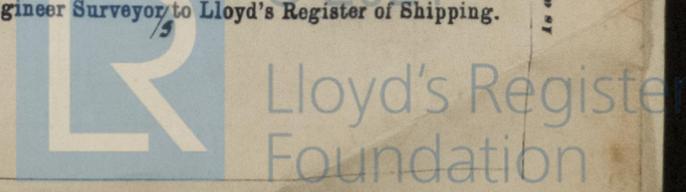
Committee's Minute 12.21

Signature: J. Blackett

Signature: W. G. ...

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

As a Certificate required If so, to be sent to



breechings found buckled, and now re-continued. New non-conducting boiler covering fitted to each boiler to replace old. Boiler steels cleaned and repainted. Bilges cleaned, and stokehold floor plates and bearers re-arranged. Safety valves floated independently to a pressure of 180 lbs.

Examined cylinders, pistons, valves, condenser, pumps, auxiliary machinery, crank shaft, thrust and tunnel shafting and sea cocks. All the above mentioned parts opened up and all surfaces cleaned as found necessary. The crank shaft removed to shop, the sections placed on lathe, and bearings skimmed over afterwards this shaft re-bedded, the main bearings, and bottom end brasses adjusted, and the shafting tested for alignment.

The flooring in engine and boiler spaces re-laid.

The main condenser tested and found in good order.

The main and auxiliary steam pipes tested in place to 270 lbs. water pressure.

The sea cocks opened up, and the valves overhauled.

Dynamo engine overhauled. The dynamo removed to shop, the armature and field coil rewound, commutator tested for truth, and the bushes renewed. The electric wiring overhauled throughout the vessel, and renewed as found necessary. On completion of repairs to Electric Lighting Instalation the entire system tried out under full load and found to be in good working order.

The fan engine opened, overhauled, and made in good working order.

All damaged piping repaired, or renewed as necessary.

All guages in engine and boiler spaces replaced by new.

The engine room telegraph overhauled, and made in good working order.

A number of repairs of a minor nature now effected.

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The engine room telegraph overhauled, and made in good working order.
A number of repairs of a minor nature now effected.

*Damage due to flooding of No. 2 hold.
Machinery & boilers overhauled
& examined & repairs effected*

*It is submitted that
this vessel is eligible for
THE RECORD. + LMC 12. 21.*

[Handwritten signature]
6/13/24

