

# REPORT ON MACHINERY.

No. 348.

Port of *Vancouver*

Received at London Office 19

Survey held at *North Vancouver*

Date, first Survey *Nov 24/11* Last Survey *April 4th 1911*

(Number of Visits *5*)

on the *Double propeller Steamer North Vancouver Ferry No 3* Tons { Gross *1176.63*  
Net *750.04*

*J. Spracklin* Built at *North Vancouver* By whom built *Wallace Shipyards, Limited* When built *1911*

made at *Glasgow* By whom made *McKie & Baxter (nos 563 & 4)* when made *1910*

made at *Renfrew* By whom made *Babeux & Wilcox* when made *1910*

Horse Power Owners *North Vancouver City Ferries Ltd.* Port belonging to *Vancouver*

se Power as per Section 28 *121* Is Refrigerating Machinery fitted *no* Is Electric Light fitted *yes*

ES, &c.—Description of Engines *2 Compound* No. of Cylinders *4* No. of Cranks *4*

Cylinders *(2) 10 1/2 (2) 23 1/2* Length of Stroke *24* Revs. per minute *140* Dia. of Screw shaft *as per rule 4 1/4* Material of *Steel*

Screw shaft fitted with a continuous liner the whole length of the stern tube *Yes* Is the after end of the liner made water tight

Propeller boss *Yes* If the liner is in more than one length are the joints burned *Yes* If the liner does not fit tightly at the part

The bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive *no* If two

fitted, is the shaft lapped or protected between the liners *no - space kept full of grease* Length of stern bush *30"*

Shaft *as per rule 6 1/2* Dia. of Crank shaft journals *as per rule 6 3/8* Dia. of Crank pin *6 3/8* Size of Crank webs *8 1/4 x 4 1/4* Dia. of thrust shaft under

*3/8* Dia. of screw *6 1/4* Pitch of screw *4.6* No. of blades *4* State whether moveable *yes* Total surface *20.5*

ed pumps *2* Diameter of ditto *5* Stroke *12* Can one be overhauled while the other is at work *yes*

ge pumps *(2) 8 1/2* Diameter of ditto *6* Stroke *8* Can one be overhauled while the other is at work *yes*

Donkey Engines *2* Sizes of Pumps *8x6x8, 6x5x6* No. and size of Suctions connected to both Bilge and Donkey pumps

Room *One - 2 1/2, One 3* In Holds, &c. *Two - 2 1/2*

injections *1* sizes *5* Connected to condenser, or to circulating pump Is a separate donkey suction fitted in Engine room & size *yes - 3"*

Bilge suction pipes fitted with roses *yes* Are the roses in Engine room always accessible *yes* Are the sluices on Engine room bulkheads always accessible *yes*

Connections with the sea direct on the skin of the ship *yes* Are they Valves or Cocks *Valves*

Are sufficiently high on the ship's side to be seen without lifting the stokehold plates *yes* Are the discharge pipes above or below the deep water line *above*

Each fitted with a discharge valve always accessible on the plating of the vessel *yes* Are the blow off cocks fitted with a spigot and brass covering plate *yes*

How are they protected *Steel casings*

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## DONKEY BOILER—

No.

Description

Made at

By whom made

When made

Where fixed

Working pressure

tested by hydraulic pressure to

No. of Certificate

Fire grate area

Description of safety valves

No. of safety valves

Area of each

Pressure to which they are adjusted

If fitted with easing gear

If steam from main boiler

enter the donkey boiler

Dia. of donkey boiler

Length

Material of shell plates

Thickness

Range of

strength

Descrip. of riveting long. seams

Dia. of rivet holes

Whether punched or drilled

Pitch of rivets

Lap of plating

Per centage of strength of joint

Rivets

Thickness of shell crown plates

Radius of do.

No. of Stays to do.

Dia. of stays.

Diameter of furnace Top

Bottom

Length of furnace

Thickness of furnace plates

Descript

joint

Thickness of furnace crown plates

Stayed by

Working pressure of shell by rules

Working pressure of furnace by rules

Diameter of uptake

Thickness of uptake plates

Thickness of water tubes

SPARE GEAR. State the articles supplied:—

See Ltr 23rd May

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

24/11/10. 2/12/10. 21/1/11. 28/2/11. 4/4/11

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

General Remarks (State quality of workmanship, opinions as to class, &amp;c.)

These Engines and Boilers have been constructed under Special Survey at Glasgow and Renfrew respectively, were specially surveyed while being fitted on board of the vessel, are securely fastened; pumping and sea connections satisfactory, workmanship of good quality; main steam pipes tested by hydraulic pressure to 550 lbs, safety valves on both boilers adjusted under steam to 160 lbs. Machinery seen working satisfactorily under full steam trial of six hours.

Is eligible in my opinion to have the notation in the Register Book + LMC. 4.11.

The date of build of the Engines should be recorded 1911.

It is submitted that this vessel is eligible for THE RECORD + LMC 4.11.

Water tube boilers Subject to Annual Survey. 160th.

JWD. 6/6/11

APR

The amount of Entry Fee.

£ 2 : 0 :

When applied for,

Special

£ 7 : 0 :

April 4. 1911.

Donkey Boiler Fee

£ :

When received,

Travelling Expenses (if any) £ :

April 7. 1911.

Committee's Minute

TUE. JUL. 25. 1911

Assigned

+ LMC. 4.11

subject.

J. E. Mitchell

Engineer Surveyor to Lloyd's Register of British &amp; Foreign Shipping.



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