

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

(Received at London Office **11 JUL 1946**)

Date of writing Report 17th June 1946 When handed in at Local Office 17th June 1946 Port of HALIFAX, NOVA SCOTIA.  
 No. in Survey held at Halifax, Nova Scotia. Date, First Survey March 27th Last Survey 27th May, 1946  
 Reg. Book 35417 on the Machinery of the ~~Wood Iron~~ Steel M. V. "VANCOLITE" (No. of Visits 2)

Tonnage { Gross 11404 Vessel built at Glasgow. By whom A. Stephen & Sons, Ltd., When 1928 Month 5  
 Net 6254 Engines made at do. By whom do. When 1928  
 Nominal Horse Power 1000 MN Boilers, when made (Main) ---- (Donkey) 1928  
 No. of Main Boilers --- Owners Imperial Oil, Id., Marine Dept. Owners' Address ----  
 No. of Donkey Boilers 2 WT Managers T. S. Johnston, Port Montreal. Voyage ----  
 Steam Pressure in Main Boilers --- # Surveyed Afloat ~~at Dry Dock~~ Halifax Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 250 lbs. (State name of Dock.)

Last Report No. 5357 Port Apr.

## Particulars of Examination and Repairs (if any) Examination of crank shafts.

(Periodical Surveys, when held, must be reported in detail and *seriatim* in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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? ---

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

" " Donkey " " " " ---

If this was not done, state for what reasons? ---

And what parts of the Boilers could not be thus thoroughly examined? ---

Also 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? ---

State latest date of internal examination of each boiler. --- Present condition of funnel(s) ---

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 screw shaft now been drawn and examined? --- 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 shaft now been changed? --- If so, state reasons ---

Has the 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? ---

State date 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 ---

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ---

If so, 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? ---

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. ---

NOV DONE:- Attended at the request of the Owners' Representative and examined both main engine crank shafts. The port shaft was found cracked at forward end of the No. 2 journal adjacent to the web, and small cracks in the fillets of 3 crank pins. Starboard shaft small cracks found in the fillets of 3 crank pins. The white metal lining of main and crank pin bearings was found to have spread badly. As repairs entailed the renewal of both crank shafts, the Owners finally decided to take the vessel out of operation, and has now been sold for breaking up, as recorded in Halifax quarterly returns.

(This report has been delayed due to the pressure of outside duties).

### General Observations, Opinion, and Recommendation:—

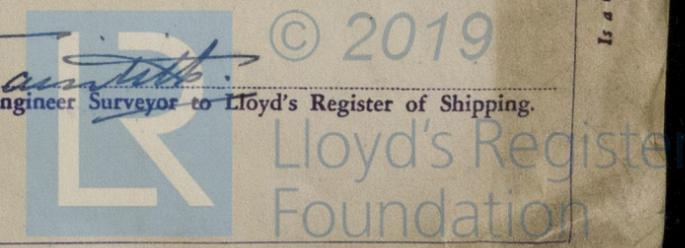
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)  
 CS 3,34.

This report is forwarded for the information of the Committee.

Survey Fee (per Section 29) \$20.00 : Fees applied for June 4, 1946  
 Special Damage or Repair Fee (if any) £ : Received by me, 19  
 Travelling expenses (if chargeable) £ :  
 FRI. 12 JUL 1946

*A. J. ...*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Assigned See Minute on Casualty Report.



If so, is the report sent now, or when will it be sent?

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

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