

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

No. *44398*

18 FEB 1925

Date of writing Report *7th Feb. 1925* When handed in at Local Office *7.2.1925* (Received at London Office) Port of *Glasgow.*

No. in Reg. Book *17161* Survey held at *Glasgow.* Date, First Survey *11th Dec.* Last Survey *3rd Feb. 1925*

Tonnage { Gross *14000* Net *8761* Vessel built at *Glasgow.* By whom *Barclay Curle & Co. Ltd.* When *1918-1*

Nominal Horse Power *✓* Engines made at *Belfast.* By whom *Harland & Wolff Ltd* When *1918.*

No. of Main Boilers *50.8* Boilers, when made (Main) *1918* (Donkey) *-*

No. of Donkey Boilers *✓* Owners *Canadian Pacific Railway Co* Port *Belfast* Voyage *Canada*

Team Pressure in Main Boilers *215 lbs* Managers *Canadian Pacific Steamship Co.*

in Donkey Boilers *-* If Surveyed Afloat or in Dry Dock *Both* (State name of Dock) *No. 3 Govn Dry Dock*

Particulars of Examination and Repairs (if any) *B.S. & P.C. T.S.*

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

CHARACTER. for Special Survey Date of last Survey and Periodical Surveys.	Machinery as Boiler Surveys (including date of N.B., if any).
<i>* 100 A. Avg. Sh with fuel tank 1-24</i>	<i>* L.M.C. M.S. 22</i>
<i>S.S. Liv. N. 1-22.</i>	<i>B.S. 1-24</i>
	<i>T.S. C.L.</i>
	<i>S.P.C. 11-23 P.N. 11-2</i>

Periodical 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 evidence being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 *None*

Has 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? *No*

Do. " " Donkey " " " " *None*

Was this 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? *✓*

Did the Surveyor examine the Safety Valves of the Main Boiler? *No* To what pressure were they afterwards adjusted under steam? *220 lbs/sq*

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? *No* , and of the Donkey Boiler? *✓*

Did the Surveyor examine the drain plugs of the Main Boilers? *No* , and of the Donkey Boiler? *✓*

Did the Surveyor examine all the mountings of the Main Boilers? *No* , and of the Donkey Boiler? *✓*

Has screw shaft now been drawn and examined? *P.C. No* Is it fitted with continuous liner? *No* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *None*

Has shaft now been changed? *No* If so, state reasons *✓*

Has shaft now 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? *P.C. close 5. 3/16" B.*

RETAINED

Survey is not complete state what arrangements have been made for its completion and what remains to be done? *COMPLETE:-*

BY DONE:- Vessel placed in dry dock, outside fastenings of under water steern connections, stern tubes & propellers examined & found in order.

Port & Centre propeller shafts drawn inboard examined & found in good order, new lignum vitae fitted in lower half of P.C. stern bushes.

S. All main boilers with their safety valves and mountings opened up and examined internally & externally, about 100 plain tubes have been renewed in each boiler, several rust renewed in the combustion chambers and a little electric welding done on the small landings, Boilers in good working order.

Safety valves adjusted under steam to 220 lbs/sq and everything found satisfactory.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel as now reported is in good working order and eligible in my opinion to remain as classed with the record of B.S. 2-25 and Port & Centre propeller shafts examined 2-26 C.L. Propeller shaft Nov 11-23.*

Charge (per Section 28) *£10.00*

Damage or Repair Fee (if any) *✓*

Expenses (if chargeable) *✓*

Fees applied for *7.2.1925*

Received by me, *18/3/25*

Committee's Minute *GLASGOW 17 FEB 1925*

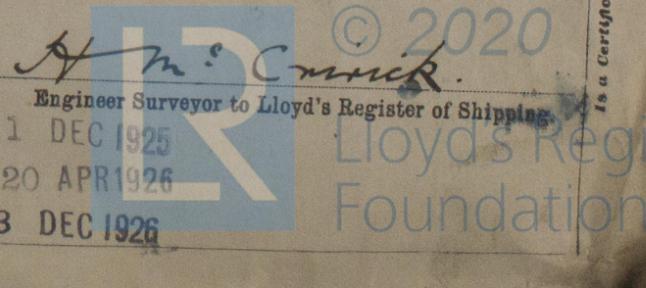
ed *BS 2,25*

Note Shafts.

TUES. 1 DEC 1925

TUES. 20 APR 1926

FRI. 3 DEC 1926



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

WS13-0144

Damage due to propeller striking
quay wall
Port & Centre screw shafts examined

N.B. - If this Report is copied by copying 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.

- B.S. due 1. 25 now held.

It is submitted that
this vessel is eligible for
THE RECORD. BS 2.25.

Port & Centre
S. 2.25.

Starb'd
S 11. 23.

J.W.
23/3/25.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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