

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

(Received at London Office 13 AUG 1927)

Date of writing Report July 29 1927 When handed in at Local Office July 29 1927 Port of Vancouver

No. in Reg. Book. Survey held at Esquimalt, Victoria Date, First Survey July 1 Last Survey July 6 1927
(No. of Visits 6)

18219 on the Machinery of the Wood, Wood Steer To Seattle CHALLAMBA

GROSS Tonnage 2401 Vessel built at Olympia Wash By whom Stean Shipyard Corp When 1916. 7.
 Net 1792 Engines made at Auburn, N. Y. By whom M^r John Seymour When 1918

Nominal Horse Power 298 Boilers, when made (Main) (Donkey) 1918

No. of Main Boilers 1 Owners Pacific Motorship Co Inc. Owners' Address (If not already recorded in Appendix to Register Book)
 No. of Donkey Boilers 2 Managers Port Tacoma Voyage

Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock A. S. Soutter
 in Donkey Boilers 145 (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) damage.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 report attached.

Was a damage report made by anyone else? If so, by whom? Wason Salvage.

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

Do. " 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? _____

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 Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boiler? _____

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 the distance between lignum vite 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? Damage due to stranding

on White Cliff Island on June 18. 1927 on voyage from Seattle to Alaska & return.
The Engine room has been flooded to cylinder tops when vessel was on rocks, and is repaired accordingly. All auxiliary machinery was covered by salt water including dynamo, switch board & motor compressor.
The two donkey boilers were used during salvage operations and are dented & scaled heavily. The main exhaust pipes are fractured - Condenser water end broken - D. O. Safety tube casting broken. The vessel is hoisted off and the p & s. tail shafts as measured from bottom of dock, show a difference in height of 8". Specifications have been drawn up - (see damage report) and findings indicate vessel will probably be considered a C.T.L.
No decision regarding this has yet been made.

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, E.S. 2, 11, E.&M.S. 2, 11, or L.M.C. 2, 11, 149 lb., F.P., &c.)

The above for the information of the Committee.

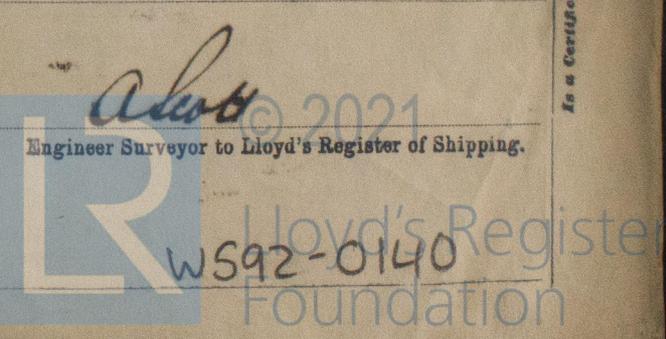
Survey Fee (per Section 25).....	2		Fees applied for <u>July 29, 1927</u> Received by me, 19
Special Damage or Repair Fee (if any)..... <small>(per Section 25.)</small>	2	100 : 00	
Travelling Expenses (if chargeable).....	2		

Committee's Minute TUES. 16 AUG 1927

Assigned _____

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

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>412 A1. 9. 26</u>		<u>4646 10. 26</u>
<u>11 Sea. 22</u>		<u>DBS. 3. 27</u>
<u>11 Sea. 26.</u>		<u>66p. 1. 24</u>
<u>Called specially checked</u>		<u>S. 9. 25</u>
		<u>Dil Snyris</u>



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