

## Report of Survey for Repairs, &amp;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*  
*18219* on the Machinery of the Wood, *wood Steamer T. S. M. L. CHALLAMBA* (No. of Vessel *18219*)

Gross *2401* Vessel built at *Olympia Wash* By whom *Ryan Shipyard Corp* When *1916. 7.*  
 Net *1792* Engines made at *Auburn, N. Y.* By whom *M. J. Smith & Sons* When *1918*  
 Nominal Horse Power *294* 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 *145* If Surveyed Afloat or in Dry Dock *A. A. Simpson* (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? *London 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? *None.*

And what parts of the Boilers could not be thus thoroughly examined? *None.*

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? *None.*

Did the Surveyor examine the Safety Valves of the Main Boiler? ☒

To what pressure were they afterwards adjusted under steam? *None.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam? *None.*

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 *None.*

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? *None.*

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 lips 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 badly & scaled heavily. The main exhaust pipes are fractured - Condenser water end broken. D. B. Safety valve 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 tenders 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.S.M.S. 2, 11, or E.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 *July 29 1927*  
 Special Damage or Repair Fee (if any) *100.00* (per Section 25.)  
 Travelling Expenses (if chargeable) *2* Received by me, *19*

Committee's Minute

TUES. 16 AUG 1927

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

