

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

(Received at London Office)

FRI. JUN. 30. 1916

of writing Report 19 When handed in at Local Office 19

Port of Halifax N.S.

Date, First Survey 5th June Last Survey 10th June 1916

Survey held at Halifax N.S. on the Machinery of the Wood, Iron or Steel s/s Durley Chine Master W. E. Baker

Gross 1918 Vessel built at Sunderland G.B. By whom Robertson, Graham & Co When 1913

Net 1157 Engines made at Sunderland G.B. By whom G. Clarke, Ltd When 1913

Power 209 Boilers, when made (Main) 1913 (Donkey)

Main Boilers 2 Owners Canadian Government Port Ottawa Voyage Coasting

Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Halifax Graving Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 1 (State name of Dock.)

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned or not expired.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>100 A 1</u> <u>6.14</u>		<u>+ L.M.C</u> <u>7.13</u>

Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the machinery, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the hull, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the rigging, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the deck, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the stowage, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cargo, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the crew, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the passengers, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the provisions, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the stores, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the equipment, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the fittings, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the rigging, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the deck, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the stowage, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cargo, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the crew, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the passengers, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the provisions, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the stores, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the equipment, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the fittings, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.

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?

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

If a boiler was 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? 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 the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? _____ or is it without liners?

Has the shaft now been changed? no If so, state reasons _____ or two liners? _____ or is it without liners?

Has the shaft now fitted new? no Has it a continuous liner? 3" or two liners? _____ or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 32

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Tail shaft Survey.

The seal having been placed on suitable blocks in the Halifax Graving Dock the propeller was removed, tail shaft drawn in, examined and found in good condition. It was replaced, propeller fitted and secured to my satisfaction.

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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

I recommend that the vessel's classification be continued as in the Register Book + L.M.C. 7.13 with notation Tail shaft see 6.16.

Survey Fee (per Section 28).....	£ 3 : 3 : 0	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.).....	£ : : :	
Travelling Expenses (if chargeable).....	£ : : :	
		Received by me,
		19

John L G Boone
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JUL. 7-1916

TUE. 5-JUN. 1917

Assigned As above.



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IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Is a certificate required? If so, to be sent to _____

Screw shaft exam

*It is submitted that
this vessel is eligible to
remain as CLASSED,*

M.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.

S 6.16

*S.A.
1.7.16*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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