

REC'D NEW YORK JUL 27 1929

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

9 AUG 1929

Date of writing Report July 24th 1929 When handed in at Local Office July 24th 1929 Port of Halifax N.S.
 No. in Reg. Book 70911 Survey held at Halifax N.S. Date, First Survey July 5th Last Survey July 11th 1929
 on the Machinery of the Wood, Iron or Steel Triple S. "Hendelie" (No. of Visits 4)
 Tonnage { Gross 316 Vessel built at Montreal By whom Canadian Vickers Ltd When 1929
 Net _____ Engines made at Cleveland, Ohio By whom Walter Engine Works When 1929
 Nominal Horse Power _____ Boilers, when made (Main) _____ (Donkey) 1929
 No. of Main Boilers _____ Owners Canadian Government Owners' Address _____
 No. of Donkey Boilers 1 Managers _____ (If not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers _____ Port Halifax, N.S. Voyage _____
 in Donkey Boilers _____ If Surveyed Afloat or in Dry Dock Afloat Port Halifax N.S.

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Attending steam trials

(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? _____

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 vitae 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? Complete

Now done:- Attended steam trials at the request of the Society's Surgeon at Montreal in Halifax Harbour N.S., & at sea, and found machinery running smoothly and showing no signs of heating. The trials consisted of a number of runs with one, two and three engines, and an endurance trial of six hours at full speed with the three sets of engines, attaining a speed of slightly over 17 knots per hour. The vessel has run over the measured mile a number of times, using either one, two or three engines. One piston and cylinder of each engine and one thrust bearing has afterwards examined and found satisfactory.

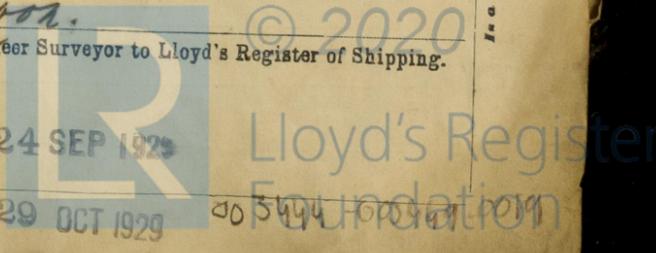
General Observations, Opinion, and Recommendation:— *The machinery of this vessel, so far as seen, is now in satisfactory condition, and eligible, in my opinion, to be classed as contemplated.*

Survey Fee (per Section 23).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	19
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				19

Committee's Minute FRI. 6 SEP 1929
 Assigned Hume 7.29
P + S CL
 CERTIFICATE WRITTEN: Oil Engines
DB - 1206
 Engineer Surveyor to Lloyd's Register of Shipping. J. Moon.
 TUE. 24 SEP 1929
 TUE. 29 OCT 1929

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

MARGIN.



Annual Report

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.

BR
16/1/25

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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