Rpt. 9.

REC'D NEW YORK JUL 27 1929

No. 2073

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

(Received at London Office 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. 20911 Survey held at Halifax N.S. Date, First Survey July 5th Last Survey July 11th 1929 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron~~ or Steel Triple E. "Heredelis"

Tonnage { Gross 316 / Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers

in Donkey Boilers

Vessel built at Montreal By whom Canadian Vickers Ltd When 1929

Engines made at Cleveland Ohio By whom Walton Engine Works When 1929

Boilers, when made (Main) (Donkey) 1929

Owners Canadian Government Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port Halifax, N.S. Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat Halifax N.S.

Last Report No. Port

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. | Xmas Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|---|---|
| Class Contemplated | | |
| 100A1 | | |

## 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 vitæ 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 Surveyor 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 was 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 was afterwards examined and found satisfactory.

## General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far

(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.)

as seen, is now in safe working condition, and eligible, in my opinion, to be classed as contemplated.

Is a Certificate required? If so, to be sent to

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

MARGIN.

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

J. Moon.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 6 SEP 1929

Assigned June 7.29 D+S CL

CERTIFICATE WRITTEN

Oil Engines DB - 120lb

TUE. 24 SEP 1929

TUE. 29 OCT 1929

Overall T.B. 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.

DR
16/8/25

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.