

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

REC'D NEW YORK Jan. 22-1920

(Received at London Office)

Writing Report 18<sup>th</sup> JANUARY 1920 When handed in at Local Office 18<sup>th</sup> JANUARY 1920

Port of HALIFAX, N.S.

Survey held at HALIFAX, N.S.

Date, First Survey 18<sup>th</sup> DEC 19 Last Survey 15<sup>th</sup> JAN 1920

on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "WAR VIXEN" (No. of Visits 8)

Gross 2323 Net 2174 Vessel built at BRIDGEBURG ONT. By whom CANADIAN FELLIS CHALMERS LTD Master JARVIS

Engines made at TORONTO By whom " When (Donkey)

Boilers, when made (Main) Owners IMPERIAL MUNITIONS BOARD Port Voyage U.K.

If Surveyed Afloat or in Dry Dock H.S. DRY DOCK AND WHARF (State name of Dock.)

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

| CHARACTER.<br>* for Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>Assigned<br>now<br>expired. | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any). |
|--|--------------------------------------|--|
| CLASS. CONTEMPLATED.   |                                      |  |
|  |                                      |  |

Report No. Port

## Particulars of Examination and Repairs (if any)

At 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where 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 not used? 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? PORT BOILER

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

Were any parts of the Boilers not done, state for what reasons? STABO UNDER STEAM.

Were any parts of the Boilers which could not be thus thoroughly examined?

Were any 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 screw shaft now been changed? No If so, state reasons

Has the screw shaft now been fitted new? Has it a continuous liner? 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? 1 FT.

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

Work at Halifax:- The vessel was placed in dry dock and a new stem tube fitted, supplied by the Builders, as per Montreal 920 1773 memo. All six cocks and propeller fastenings examined and found in order. Work completed at Halifax:- The furnace flange connected to combustion chambers in Port Boiler, some dealt with as recommended in Report No 118 memo. with the exception of the caulking at the lower part of the flange this was E.W. after consultation with two parties interested. The water gauge was fitted with an extensio nut, raising the water height as recommended Machinery examined and found satisfactory. These engines and boilers are now in my opinion, eligible to be classed L.M.C.

Work Installation:- This was completed at this port in accordance with the Rules and in a satisfactory manner. The workmanship is good. It has been tried under working conditions, with full load and found satisfactory.

## General Observations, Opinion, and Recommendation:-

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 what 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, &c.

This report is for the information of the Committee

per section 26) £

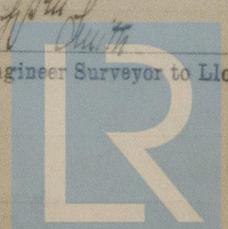
Age or Repair Fee (if any) per section 26.) £

Expenses (if chargeable) £

Fees applied for 19

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

W 563-0030