

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

RECORD NEW YORK Jan. 22-1920

(Received at London Office)

Writing Report 18th JANUARY 1920 When handed in at Local Office 18th JANUARY 1920Port of HALIFAX, N.S.Survey held at HALIFAX, N.S.Date, First Survey 18th DEC 19 Last Survey 15th JAN 1920on the Machinery of the Wood, Iron or Steel SINGLE SCREW STEAMER "HAR VIXEN"Master JARVIS(No. of Visits 8)Gross 2323

Net

Vessel built at BRIDGEBURG ONT.By whom CANADIAN FELLIS CHALMERS LTD

When

YEAR. MONTH.

Engines made at TORONTO

By whom

When

Boilers, when made (Main)

(Donkey)

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.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Years
Assigned
now
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

CLASS. CONTEMPLATED

FE not yet received

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 separated from Repairs due to other causes; and 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?

Was a damage report made by anyone else? If so, by whom?

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

PORT BOILER

"

Donkey "

"

"

If not done, state for what reasons?

STARBOARD UNDER STEAM

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler?

Shaft now been drawn and examined? YESIs it fitted with continuous liner? YES

or two liners?

or is it without liners?

Now been changed? NO If so, state reasons

Shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

A FT.

If 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 stern tube fitted, supplied by the Builders, as per Montreal 173 hull with. All six cocks and propeller fastenings examined and found in order.

Work at Halifax:- The furnace flange connected to combustion chambers in Port Boiler were dealt with as recommended in Report No 118 hull with, 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 extensometer, and raising the water height as recommended. Machinery steam 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 are 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 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, &c.

This report is for the information of the Committee

per Section 24)
Age or Repair Fee (if any)
Expenses (if chargeable)

Fees applied for

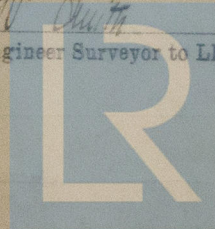
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Received by me,

19

Committee's Minute

Engineer Surveyor to Lloyd's Register of Shipping.



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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

3563-0030