

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

(Received at London Office)

OCT - 3 1940

Date of writing Report Aug 26 1940 When handed in at Local Office Aug 26 1940 Port of Vancouver B.C.
 No. in Reg. Book. 81007 Survey held at North Vancouver Date, First Survey Aug 21 Last Survey Aug 23 1940
 on the Machinery of the Wood, Iron or Steel TSMV PACIFIC RANGER (No. of Visits 2)
 Tonnage { Gross 6865 Vessel built at Copenhagen By whom AKT. Burmeister & Wain When 1929-9
 Net 4158 Engines made at Copenhagen By whom AKT. Burmeister & Wain When 1929
 Nominal Horse Power 946 Boilers, when made (Main) (Donkey) 1929
 No. of Main Boilers 1 Owners Turner Wither & Co. Ltd Owners' Address London
 No. of Donkey Boilers 1 Managers W. H. K. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 100 lb. Port W. H. K. Voyage W. H. K.
 in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat. N. Westminister Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 108834 Port Lon

Particulars of Examination and Repairs (if any)

(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?

" " 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

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 date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Now done:

Port Eng. main compressor intercooler. C.I. distance piece between IP & LP coolers repaired in way of joint flange by C.I. plate rivet.
 Coolers satisfactorily tested under hydraulic pressure to 300 & 65 lbs. respectively

General Observations, Opinion, and Recommendation:— The Machinery of this

(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, L.M.C. 9, 11, or L.M.C. 150 lb., E.D., &c.)

Vessel is eligible in my opinion to remain as classed without fresh record

Survey Fee (per Section 29) £

25⁰⁰

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £

5⁰⁰

Aug. 26 1940

Travelling expenses (if chargeable) £

:

Received by me,

Committee's Minute

FRI 18 OCT 1940

Assigned

4 As now

R Knowlton

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation
 W 70-0008