No. 9.

No. 73383

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

(Received at London Office WED AUG 4 1920 NEWCASTLE-ON-TYNE)

Date of writing Report 22nd May 1920 When handed in at Local Office 25 MAY 1920 Port of

No. in Reg. Book. Survey held at South Shields Date, First Survey 10th May Last Survey 20th May 1920 (No. of Visits 4)

on the Machinery of the Wood, ~~Iron or Steel~~ SS "WAR QUEBEC" Master

90 Tonnage	Gross 2392	Vessel built at Quebec	By whom Quebec SB Repairing Co When 1918 . 6
	Net 1458	Engines made at Lachine	By whom Dominion Bridge Co Ltd When 1918
Registered Horse Power	322	Boilers, when made (Main) 1918	(Donkey)
No. of Main Boilers	2	Owners Shipping Controller	Port London Voyage
No. of Donkey Boilers	✓		
Steam Pressure — on Main Boilers	185	~~If~~ Surveyed Afloat ~~or~~ and in Dry Dock (Anning Bros Hgs) (State name of Dock.) Middle Dock Eng Co.	
on Donkey Boilers	✓		

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+12A1 3.20.		+ LMC 5.19.
Salted		
		WT Blrs

Particulars of Examination and Repairs (if any) BS and TS.

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? Yes.

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? Yes To what pressure were they afterwards adjusted under steam? 185 lbs 0"

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? Yes, 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? Yes, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes (Soldered joints) or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? No Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 1/16"

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

Work done:- The main boilers and their mountings examined. The propeller, sternbush, tail shafts + seaconnections + their fastenings examined.
The safety valves of the main boilers were adjusted to the above pressure.
Water tube boilers to be examined annually.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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., W.D., &c.)
as far as seen is now in good order + safe working condition and eligible in my opinion to remain as classed and to have the notation BS 5.20 + TS 5.20, subject to the boilers being examined in 12 months, + the points of tail shaft liner examined in 2 years.

Survey Fee (per Section 28) £ 1 : 10 : 0 Fees applied for 3 AUG 1920 19

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

Travelling Expenses (if chargeable) £ : : Received by me, 7.8. 1920 19 13

J McCullan
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. AUG. 17 1920

Committee's Minute CERTIFICATE WRITTEN 13.10.20

Assigned As now Subject BS 5.20 Subject FRI. JUL. 1 1921

W734 - 0006

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

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

BS due 5.20 & Screw Shaft liner examination due 6.20 now held

It is submitted that this vessel is eligible for THE RECORD. BS 5.20

S. 5. 20

It is submitted that this vessel is eligible to remain as CLASSED. Subject to the Water Tube Boilers being surveyed annually & the joints of the Screw Shaft liner being examined before the end of May 1922.

RCM
13/8/20

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.

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