

Rpt. 9

Date of writing report

Survey held at Montreal

WRECK
SECTION

Received London

No. of visits 2

Port MONTREAL

First date 15-12-58

No. 12761

Last date 18-12-58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 55162 Name ~~SS. 1276~~ "C. A. ANSELL" Gross tons 1940 Date of build 1929 - 5
Owners Scott Misener Steamships Limited Managers R. Scott Misener Port of Registry Port Colborne
Engines made 1929 By Barclay, Curle & Co. Ltd. Type T 3Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB W.P. 180 lb.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey MBS
Was Damage Report issued? No Int. Cert.? No
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS* Great Lakes & River St.	MBS* 4,54
Lawrence service	M. 2,58
10,54	TS(CL) 10,54
Lake s.s. 10,54	SPS. 2,56
A.S. 4,58	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

- Cyls., Covers, Pistons & Rods
- Valves & Gears
- Connecting Rods, Top Ends & Guides Side Centre
- Crankpins & Bearings Side Centre
- Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- Cyls., Covers, Pistons & Rods
- Connecting Rods & Top Ends
- Crankpins & Bearings
- Journals & Bearings
- Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

- Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible in my opinion to remain as classed with record of MBS 2,59.

Date of Committee TUESDAY 14 JUL 1959

Decision Deferred for ES & TS

40m, 4,57. T. (MADE AND PRINTED IN ENGLAND.) but assign for MBS 2,59.

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Lloyd's Register
Foundation
Engineer Surveyor to Lloyd's Register of Shipping
(D. McKINNON)

002524 00235-0007

Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, etc.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Port 18-12-58 Starboard 15-12-58
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to Sat. 180 P.S.I.
Spt.
Boiler Securing Arrangements Good
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main
Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

WEAR & TEAR REPAIRS
Starboard Main Boiler
Auxiliary internal feed pipe renewed.

LEAVE THIS SPACE BLANK

Survey fees \$85.00
Damage fee
Expenses 5.00

Date when A/c rendered JUN 1 1959