

Rpt. 9.

WRECK  
SECTION

No.

WRECK  
SECTION

No.

No. 12103

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office

19 MAY 1958

Date of writing Report May 1st 1958 When handed in at Local Office 19 Port of MONTREAL  
No in Reg. Book. Survey held at Kingston Date First Survey 16-12-57 Last Survey 9-1-1958  
(No. of Visits TWO)

05304 on the Machinery of the ~~Wreck~~ Steel "CANADIAN"

Tonnage { Gross 6745 Vessel built at Newcastle By whom W. Dobson & Company Year. Month.  
Net 1444 Engines made at Wallsend By whom Wallsend Slpwy Co. Ltd. When 1907 8  
Nominal Horse Power { Boilers, when made (Main) (Donkey) When 1907  
Owners Canada Steamship Lines Limited Owners' Address  
Managers - (if not already recorded in Appendix to Register Book.)  
Port Montreal Voyage

No. of Main Boilers 2 SE  
No. of Donkey Boilers  
Steam Pressure— 180 lb. If Surveyed Afloat or in Dry Dock Afloat  
in Main Boilers (State name of Dock.)

in Donkey Boilers

Last Report No. 3427 Port Pt. A.

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

(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 through examination at this time? Yes

" " Donkey " " "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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 Port 16-12-57 Starboard 9-1-58 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 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? Yes, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

stern bush. 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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

BOILER SURVEY:- Both boilers examined internally and externally together with principal mountings and manholes and all found satisfactory.

TO COMPLETE THE SURVEY the safety valves remain to be adjusted under steam.

The H.P. cylinder specially examined at this time and found to continue efficient, but it is recommended it be again examined at the close of the 1958 season.

NOTE This vessel is laid up pending a decision whether she will be commissioned this season.

## General Observations, Opinion, and Recommendation:—

(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, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

CS 3,34

This vessel's machinery, so far as now seen, is eligible in my opinion to remain as classed with fresh record of MBS 2,58 when the survey is complete, subject to the H.P. cylinder being specially examined at the close of the 1958 season.

Survey Fee (per Section 23) \$ 85.00

Special Damage or Repair Fee (if any) £ (per Section 23.)

Travelling expenses (if chargeable) \$ 20.00

Fees applied for

MAY 2 1958

Received by me,

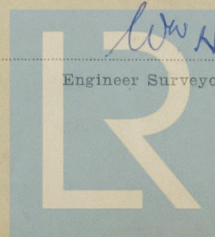
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Committee's Minute

THURSDAY 22 MAY 1958

Assigned

As now submitted



Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

002754-002761-0196