

Rpt. 9

Date of writing report 20-4-60.

Survey held at Quebec

Received London  
No. of visits THREE

Port MONTREAL  
First date 15-12-59.

No. 13331  
Last date 15-4-60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33669 S.S. "TORONDOC" Gross tons 1726 Date of build 1929 - 5  
Owners N. M. Paterson & Sons Ltd. Managers Port of Registry Fort William  
Engines made 1929 By Wallsend Slipway Co. Ltd. Type T 3 Cy.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers W.P.  
No. of Aux./Donkey Boilers 2 SB W.P. 180lbs.  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey B.S.  
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 & limited Gulf of St. Lawrence service	MBS* 4,57
Docking 4,57	M. 3,59
Lake S.S. 4,57	TS (LC) 4,57 N.
A.S. 4,57	SPS. 4,57

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

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

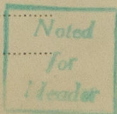
Have Main Engines been tested working and manœuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel is in good condition and eligible in my opinion to remain as at present classed with fresh record of MBS. 2,60.

Date of Committee

Decision

TUESDAY 30 AUG 1960  
MBS 2.60





32 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 Good
45 Windlass Good
46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, and Air Gap.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Port 22-12-59, Stbd. 15-12-59. Good
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves P. & St. Good
Mountings, Doors & Fastenings P. & St. Good
Safety Valves Adjusted to Sat. P. & St. 180 P.S.I.
Boiler Securing Arrangements P. & St. 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:- Port Boiler inboard furnace rings fitted on corrugations Nos. 4 and 7 also on outboard furnace Nos. 3 and 6 corrugations. 2 air tubes renewed. 2 plain tubes renewed. Several rivets and c.c. stays set up.

LEAVE THIS SPACE BLANK

Survey fees ... MBS. \$85.00
Damage fee ...
Expenses... \$5.00