

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

(Received at London Office)

119 MAY 1958

Date of writing Report April 21st 1958 When handed in at Local Office 19 Port of MONTREAL

No in Reg. Book. Survey held at Kingston Date. First Survey 9-12-57 Last Survey April 1st 1958
(No. of Visits 3)

16584 on the Machinery of the Wood-Innocent Steel "KEYDON"

Tonnage { Gross 1739 Vessel built at Blyth By whom Cowpen D.D. & S.B. Co. Ltd. Year. Month. When 1927 5
 { Net 1044 Engines made at Stockton By whom Blair & CO. (1926) Ltd. v When
Nominal { Boilers, when made (Main) (Donkey)
Horse Power } Owners La Verendrye Line Limited Owners' Address
No. of Main Boilers 2 SB (if not already recorded in Appendix to Register Book.)
Managers Port Montreal Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat
Steam Pressure— in Main Boilers 180 lb. (State name of Dock.)
in Donkey Boilers

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)
BS* Great Lakes & Gulf of St. Lawrence service.		MBS* 4,57
		MBS 2,57
		TS(CL) 12,56
		SPS 12,55
Lake S.S.	4,53	
A.S.	4,57	

Last Report No. Port

Particulars of Examination and Repairs (if any) MBS & Pt. M.

(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

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

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 9th Dec. 1957 Stbd. 17th Dec. 1957 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? 180 lb.

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? Yes 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.

NOW DONE FOR BOILER SURVEY:- The port and starboard boilers examined internally and externally together with mountings and found or placed in good condition. The boilers examined under steam and the safety valves subsequently adjusted by a Canadian Government Steamship Inspector.

MACHINERY SURVEY:- The following opened up, examined and found or placed in good condition:-
All crossheads and top ends.
Circulating pump
Condenser.

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 CS 3,34)

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of MBS 2,58

Survey Fee (per Section 23) MBS & Pt. M. £ \$ 85.00 Fees applied for 492 MAY 2 1958
Special Damage or Repair Fee (if any) £ Received by me,
(per Section 23.)
Travelling expenses (if chargeable) £ \$ 30.00

Committee's Minute THURSDAY 22 MAY 1958

Assigned MBS 2,58
for Header

W. HEATLIE 2020
Engineer Surveyor to Lloyd's Register of Shipping.
(Wm. HEATLIE)

Lloyd's Register Foundation

003275-003281-0159

If a survey also been held on ship? If so, is the report sent now, or when will it be sent?

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