

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

(Received at London Office)

30 JUL 1957

Date of writing Report 19 When handed in at Local Office 19 Port of MONTREAL  
 No in Reg. Book. Survey held at KINGSTON Date First Survey 6/12/56 Last Survey 10-4-19 57  
 (No. of Visits 2)

6200 on the Machinery of the ~~Wood Iron or Steel~~ " KEYDON "

Gross 1739 Vessel built at Blyth By whom Cowpen D. & S.B. Co. Ltd. Year. Month.  
 Net 1044 Engines made at Stockton By whom Blair & Co. (1926) Ltd. When 1927 5  
 As Per Rule Boilers, when made (Main) (Donkey)  
 Main Boilers 2 SB Owners Keystone Transports Limited. Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 Managers - Port Montreal Voyage  
 If Surveyed Afloat or in Dry Dock Drydock - Kingston  
 (State name of Dock.)  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port BlrS. Pt. M. T.S.

## Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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

" " 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 15 Dec. 56 Stbd. 11 Dec. 56

Present condition of funnel(s) Good  
 To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? No 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 7/12/56 State the wear down in the

stern bush Close Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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:- The vessel placed in drydock, the propeller, after end of stern bush, sea cocks and valves (opened up) examined and all found or placed in good condition.

The tailshaft with continuous liner examined and found or placed in good order.

MACHINERY SURVEY:- The following machinery opened up, examined and found or placed in good condition:-

All crankshaft journals and pins, main bearings and bottom ends.

Steering engine. Windlass.

Pumping arrangements.

The electrical installation examined, tested and found or placed in good condition.

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.

WEAR AND TEAR REPAIRS:- Lower half of stern bush rewooded.

A few minor repairs effected.

## 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, etc.)

This vessel's machinery so far as now seen, is eligible in my opinion to remain as classed

with records of MBS 2,57, S. 12,56 and notation of ES 4,57.

Survey Fee (per Section 23) BlrS. Pt. M. \$ 85.00  
 T.S. \$ 35.00  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 23.)  
 Travelling expenses (if chargeable) £ 40.00

Fees applied for, 5/12/1957  
 Received by me,

Committee's Minute

Assigned

THURSDAY 8 AUG 1957

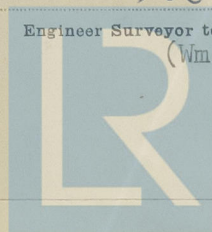
Noted for Header

ES 4,57

TS 12,56

MBS 2,57

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



Lloyd's Register Foundation