

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report **31st October, 19 53** When handed in at Local Office **400 9** 19 **53** Port of **Montreal, P.Q.**
No. in Survey held at **Sorel, P.Q.** Date, First Survey and Last Survey **12th February, 19 53**
Reg. Book **23178** on the Machinery of the **Wood Iron & Steel** S.S. **"PINEBRANCH"** (No. of Visits **ONE**)
Gross **1984** Tonnage (Net **1447**) Vessel built at **Cleveland, Ohio** By whom **Chicago S. B. Co.** Year. Month. **1895**
Engines made at **Detroit, Michigan** By whom **Frontier Iron Works** When **1895**
Boilers, when made (Main) **1895** (Donkey) **-**
Owners **Branch Lines, Ltd.** Owners' Address **-**
(if not already recorded in Appendix to Register Book.)
Port **Sorel, P.Q.** Voyage **-**
Managers **-**
If Surveyed Afloat or in Dry Dock **Afloat** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers **-**

Particulars of Examination and Repairs (if any) Commencement Boiler Survey

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 (cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting 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.

a damage report made by anyone else? If so, by whom? **-**the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes**" " Donkey " " " **-**this was not done, 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? **-**the latest date of internal examination of each boiler. **12-2-53**the Surveyor examine the Safety Valves of the Main Boiler? **Yes**To what pressure were they afterwards adjusted under steam? **Not Adjusted**the Surveyor examine the Safety Valves of Donkey Boiler? **-**To what pressure were they afterwards adjusted under steam? **-**the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **Yes**and of the Donkey Boilers? **-**the Surveyor examine the drain plugs of the Main Boilers? **-**and of the Donkey Boilers? **-**the Surveyor examine all the mountings of the Main Boilers? **Yes**and of the Donkey Boilers? **-**screw shaft now been drawn and examined? **No**Is it fitted with continuous liner? **-**Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **-**shaft now been changed? **-** If so, state reasons **-**the shaft now fitted been previously used? **-**Has it a continuous liner? **-**Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **-**date of examination of Screw Shaft **-**State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **-**

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? **Yes**did the Surveyor examine the generators, motors, switchgear, cables and fuses? **-**the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **-**the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **Vessel laid up. Repairs not completed.****DONE:-** The single boiler examined internally and externally together with it's mountings.

In order to place the boiler in satisfactory condition, the following repairs are recommended.

Port combustion chamber 12 plain and 1 stay tube renew.

Centre combustion chamber, all plain tubes renew and 2 fire cracks chip and weld.

Several stays to be caulked in each combustion chamber.

Port and Starboard lower manhole openings to be built up and manhole doors refitted.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is so far as seen in satisfactory condition

(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, B.S. 1,48, B & M.S. 1,48, L.M.C. 1,48, or L.M.C. 140 lb., F.D., &c.)

eligible in my opinion to remain as classed with record of B.S. 2/53 when the survey has been completed.

Fee (per Section 28) **BS** **\$30.00:**Damage or Repair Fee (if any) **\$**

(per Section 28.)

ling expenses (if chargeable) **\$10.00**

Fees applied for

400 5 19 53

Received by me,

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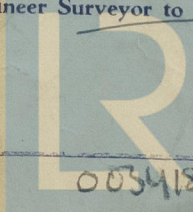
THURSDAY - 3 DEC 1953

Deferred for J. S. and comp. B. S.

THURSDAY 28 JAN 1960.

Noted
Delete
Header"L 150 4,54 + insert
"Surveys awarded 4,54"

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation