

Rpt. 9

Date of writing report April 27th, 1961. Received London 23 MAY 1961 Port MONTREAL No. 13911
Survey held at Kingston, Ont. No. of visits 2 First date Dec. 13th, 1960 Last date April 11th, 1961.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 63652 S.S. " HASTINGS " Gross tons 1906 Date of build 1923 - 7
Name M.V. Owners Canada Steamship Lines Ltd. Managers Port of Registry Montreal.
Engines made 1923 By J. G. Kincaid & Co. Ltd. Type T 3Cy.
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book
No. of Main Boilers 2 W.P. 195 lb.
No. of Aux/Donkey Boilers 1 W.P. 120 lb.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey M.B.S. and D.B.S.
Was Damage Report issued? No Int. Cert.? No
Last Report (For Head Office only)

Hull	Machinery
BS* Great Lakes & Gulf of St. Lawrence service.	MBS* ES 4/58
Lake S.S. 4/58	MBS 2/60
A.S. 4/60	DBS 4/60 ndb*52
D.S. 3/58	TS(C.L) 3/58
	SPS 3/58
	NB* made 41 refitted 52

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 ~~Engines~~) ~~Engines~~ ~~Engines~~

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANŒUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel is eligible in my opinion to remain as classed with record of M.B.S. 2,61 and D.B.S. 4,61.

Date of Committee

Decision

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

TUESDAY 30 MAY 1961

MBS 2.61

DBS 4.61

Noted for Header

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