

Rpt. 9

Date of writing report..... Received London..... Port..... Toronto..... No..... 4598
Survey held at..... Toronto..... No. of visits..... 9(nine)..... First date..... 2-2-62..... Last date..... 12-4-62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 10958 Name S.S. "FERNDALE" Gross tons 1975 Date of build 1929
Owners Reoch Transport Ltd. Managers - Port of Registry Toronto
Engines made Glo. By Barclay, Curle & Co. Ltd. Type T 3 Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB W.P. 180 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey MBS & Repairs & Pt. Mchy.
Was Damage Report issued? No Int. Cert.? No
Last Report (For Head Office only)

Hull		Machinery	
BS* Great Lakes & River St.		MBS*	
Lawrence Service		ES	10/59
Lake SS	10/59	M	4/61
AS	4/61	CL	10/59
DS	10/59	SPS	2/55

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.

Yes Now

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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?.....
OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this ship is eligible in my opinion, to remain as classed with fresh record of MBS 4/62

Date of Committee THURSDAY 16 AUG 1962
Decision as now MBS 4/62

20m,10,61 T. (MADE AND PRINTED IN ENGLAND)

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Lloyd's Register
Foundation
Engineer Surveyor to Lloyd's Register of Shipping
G. Peddie

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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
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Stbd. 2.2.62 - Good
Port 30.3.62 - Good
Superheaters
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to Sat. 180 p.s.i.
Spt.
Boiler Securing Arrangements 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- A number of rivets found broken in back end plate circumferential seam. Accordingly, all rivets in front and back circumferential seams, and longitudinal strap seam (1 only in this boiler, located upper inboard side) ultrasonically tested, and found the following:- Butt strap joint - 10 rivets broken. Front Circumferential seam - 12 rivets broken. Back Circumferential seam - 34 rivets broken. Inner and outer butt straps and all broken and adjacent rivets in circumferential seams removed, butt straps and rivet holes in way Magnafuxed, and found the following:- Outer Butt Strap - fractures around 8 rivet holes. Inner Butt Strap - no evidence of fractures. Boiler Shell in way - 2 slight fractures in outer surface. No evidence of fractures in inner surface. Circumferential seams - slight fractures at 17 rivet holes in back plate seam. REPAIRS NOW EFFECTED, as follows:- 2 slight surface fractures in shell ground out and 2 fractures in way 17 rivet holes in back plate circumferential seam cut out and R.W., affected holes retested for fractures and found satisfactory. New outer butt strap fitted, and butt strap seam completely reriveted. 74 back circumferential seam rivets and 21 front circumferential seam rivets renewed. Also, at this time, inboard combustion chamber back plate cropped and part renewed, and 10 back c.c. stay renewed in way. Repairs carried out using all tested materials and satisfactory welding procedures throughout. Upon completion of repairs, boiler tested by hydrostatic pressure of 270 p.s.i. and found sound and tight.

LEAVE THIS SPACE BLANK

Survey fees ... MBS. & Pt. Mchy. \$85.00
Repair
Damage fee ... \$200.00
Expenses... \$30.00

Date when A/c rendered

