

Rpt. 9.

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

Date of writing Report 6-12-52 When handed in at Local Office 6-12-52 Port of Toronto, Canada

No in Reg. Book. Survey held at Port Dalhousie, Ontario Date First Survey 3-12-52 Last Survey 4th Dec. 1952 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S/S "MEXOIL"

Gross 1620 Vessel built at Alabama By whom New Orleans Transportation Co. When 1918-7  
Net 926 Engines made at Pt. Richmond, Va. By whom Violet, La. When  
Boilers, when made (Main) (Donkey) Staten Island S.B. Co.  
Owners Gayport Shipping Ltd. Owners' Address as recorded  
(if not already recorded in Appendix to Register Book.)  
Port Nassau, N.P. Voyage Great Lakes  
Main Boilers  
Donkey Boilers  
Pressure  
Main Boilers  
Donkey Boilers  
Managers  
If Surveyed Afloat or in Dry Dock - Afloat  
(State name of Dock.)

Report No. 2146 Port Toronto, Ontario

Particulars of Examination and Repairs (if any) Renewal Port Screwshaft

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and contents of any letters respecting this case.

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.

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? No.

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? No.

State for what reasons Survey not due.

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?

What is the latest date of internal examination of each boiler?

Has the Surveyor examined the Safety Valves of the Main Boilers?

Has the Surveyor examined the Safety Valves of the Donkey Boilers?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

Port

Has the screw shaft now been drawn and examined? Yes. Has it a continuous liner? No. Is an approved oil retaining appliance fitted at the after end? No.

Has the shaft now been changed? Yes. If so, state reasons. Portion inboard end of shaft fractured. Has the shaft now fitted been previously used? No. Has it a continuous liner? No.

Is an approved oil retaining appliance fitted at the after end? No. State date of examination of Screw Shaft 4-12-52. State the wear down in the

in bush 3/16". Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No. The parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

done:- Vessel placed in drydock. Port screwshaft reported fractured. Shaft examined and it was found that a portion of the shaft in way of the inboard end coupling had fractured between the two keyways. The fractured portion was loose, its length being approximately the length of the keyway, and its thickness approximately equal to the depth of the keyway.

Screw shaft with non-continuous liners was installed at this time and stamped:-

Lloyd's No. 3885 - A.S. 21-5-52.

See copy of Certificate attached.

Fitted in propeller hub, and found satisfactory.

(P.T.O.)

## 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, ELMC 9,11 or ELMC 140 lb., FD, &c.)

CS 3,34

The machinery of this vessel is eligible, in my opinion, to remain as classed, with when the reclassification survey has been completed, record of T.S. P.N. 12,52./ (Port stern bearing and "A" bracket bearing to be re-wooded before the opening of Navigation, 1953).

By Fee (per Section 23) £

Special Damage or Repair Fee (if any) \$40.00

(per Section 23.)

Travelling expenses (if chargeable) \$10.00

Committee's

Assigned

Fees applied for

Dec. 15, 1952

Received by me,

19

TUES. 31 MAR 1953

Deferred for comp. Relash. Survey

003895-003905-0163

Engineer Surveyor to Lloyd's Register of Shipping

THU 23 APR 1953

Lloyd's Register of Shipping



Now done - (Continued)

Inboard coupling fitted to new shaft with new keys. Coupling holes reamed out and new bolts fitted.

Stern bearing and "A" bracket bearing not re-wooded at this time as the Owners wished the vessel to continue in service until the close of Navigation. It is the Owners' intention to dock the vessel prior to going into service at opening of Navigation and the Port stern tube and "A" bracket bearings will be re-wooded at that time.

Wear down Port, 3/16" in stern bearing and "A" bracket.

" " Starboard, 3/32" " " " " " "

On completion of Port screw shaft renewal, the main engines were tested in operation and found satisfactory for the vessel to remain in service until the close of Navigation, 1952.

Prior to vessel resuming service - 1953 - the Port stern tube and "A" bracket bearings are to be re-wooded. *J.S.*



© 2020

Lloyd's Register  
Foundation