

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

No. 5718

(Received at London Office 27 NOV 1942)

Date of writing Report 19. When handed in at Local Office 19. Port of MONTREAL P.Q.
 No. in Survey held at MONTREAL P.Q. CANADA. Date, First Survey 5th MAY, 1942 Last Survey 20th Aug 1942
 Reg. Book on the Machinery of the ~~Wood Lumber~~ Steel S.S. "POINT PELEE PARK" (No. of Visits 58)

Tonnage Gross 7199 Vessel built at MONTREAL By whom CANADIAN VICKERS, LTD Year. Month.
 Net 4326 Engines made at MONTREAL When 1942-8.
 Nominal Horse Power 504 Boilers, when made (Main) 1942. By whom CANADIAN VICKERS, LTD When 1942
 No. of Main Boilers 3.5.B Owners PARK STEAMSHIP CO LTD (Donkey) ✓
 No. of Donkey Boilers ✓ Owners' Address
 Steam Pressure in Main Boilers 220lb Managers IMPERIAL OIL CO LTD (if not already recorded in Appendix to Register Book.)
 in Donkey Boilers ✓ Port MONTREAL Voyage

Last Report No. Port

Particulars of Examination and Repairs (if any) ALTERATIONS.

(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 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? ✓

" " Donkey " " ✓
 If this was not done, state for what reasons? SEE BELOW.

and what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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. ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? YES. Present condition of funnel(s) GOOD.
 To what pressure were they afterwards adjusted under steam? 220 lb/in²

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓
 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? YES. and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? SEE BELOW. and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? YES. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State 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. GOOD FIT.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? YES.

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.

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

This vessel was built & completed as a cargo vessel under the survey of the British Corporation Surveyors. Before the vessel had been placed in service it was decided to convert the ship into a tanker by fitting additional bulkheads & cargo piping arrangements. For particulars of machinery see first entry reports attached.

The pumping arrangements in the machinery space are separate & distinct from those intended for dealing with cargo spaces, double bottom tanks outside the machinery space, tunnel well & cofferdams.

All electric wiring has been removed from the shaft tunnel & the shaft tunnel pump rooms are illuminated by bulkhead lights with all wiring & switches in machinery space.

All electric wiring in tween decks in way of cargo tanks is led in gas-tight heavy gauge steel pipe. See Electrical first entry report attached.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition & eligible, in our opinion, to be classed L.M.C. - 8-42 & C.L.

(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. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or CS 334, 140 lb., F.D., &c.)

condition & eligible, in our opinion, to be classed L.M.C. - 8-42 & C.L.

Survey Fee (per Section 29) 1st ENTRY £ 30:
 CLASSIFICATION Fee (if any) £ 340:
 (per Section 29.)

Surveying expenses (if chargeable) £ : :

Committee's Minute

signed

Fees applied for
 Oct. 6 1942
 Received by me,
 19

C. Macpherson & C. Sweetman
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 12 FEB 1943



Lloyd's Register
 Foundation

003958-003963-0246 1/2

MACHINERY OF S.S. "POINT PELEE PARK".

Complete cargo pumping arrangements are fitted with pump-rooms forward & aft. A large steam driven cargo pump is fitted in each pump room & a small stripping pump is also fitted in each pump room for dealing with d. b. tanks, coffer dams & pump room bilges.

The vessel was examined in dry dock & propeller & outside fastenings were found in order.

The engines & boilers were examined generally & found in good order. The vessel was given a full-power trial trip & all main & auxiliary machinery found to function well.

The engines and boilers are exact duplicates of those installed in the S.S. FORT TADOUSAC, FORT CHAMBLAY, ETC.