Rpt. 9. No. 12055

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

(Received at London Office 19 MAY 1958)

Date of writing Report April 21st 19 58 When handed in at Local Office ..... 19 ..... Port of MONTREAL

No in Reg. Book 11618 Survey held at Kingston Date. First Survey 17 - 12 - 57 Last Survey April 16th 1958 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel "GEORGE M. CARL"

Tonnage { Gross 1938 / Net 1150 }

Nominal Horse Power

No. of Main Boilers 2 SB

No. of Donkey Boilers

Steam Pressure— in Main Boilers 180 lb.

in Donkey Boilers

Vessel built at Newcastle By whom Swan, Hunter & Wigham Richardson. When Year. 1928 Month. 7

Engines made at Newcastle By whom Swan Hunter & Wgham Rchdsn. When 1928

Boilers, when made (Main) 1928 (Donkey)

Owners Colonial Steamships Limited Owners' Address (if not already recorded in Appendix to Register Book.)

Managers R. Scott Misener Port Sarnia Voyage

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS* Great Lakes		MBS* 12,55
& River St. Law-		MBS 2,57
rence service.		TS(CL) 12,55
12,55		SPS 2,56
Lake S.S. 12,55		
A.S. 4,57		

Particulars of Examination and Repairs (if any) MBS & Pt. M.

Periodical Surveys, when held, must be reported in detail and seriatim 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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 through examination at this time? Yes

" " Donkey " " "

If not, 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?

State latest date of internal examination of each boiler Port 17th Dec. 1957 Stbd. 19th Dec. 1957 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Yes, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE FOR BOILER SURVEY:- The Port and Starboard boilers examined internally and externally together with mountings and found or placed in good condition. The boilers afterwards examined under steam and the safety valves subsequently adjusted by a Canadian Government Steamship Inspector.

MACHINERY SURVEY:- The following machinery opened up, examined and found or placed in good condition:-
M.P. cylinder, piston, valve and rods, crosshead and top end crankpin and bottom end.
Steering engine.
Windlass.
Fan engine.

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, ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.)
CS 3,34

The machinery of this vessel is eligible, in my opinion, to remain as classed with fresh record of MBS 2,58.

Survey Fee (per Section 23) MBS & Pt. M £$ 85.00

Special Damage or Repair Fee (if any) (per Section 23.) £

Travelling expenses (if chargeable) £$ 30.00

Fees applied for MAY 1 1958 19 Received by me, 19

Wm Heatlie
Engineer Surveyor to Lloyd's Register of Shipping.
(Wm. HEATLIE)

Committee's Minute THURSDAY 22 MAY 1958

Assigned As now noted MBS 2.58

Header

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

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