

Rpt. 9.  
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# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 18 JUN 1951)

Date of writing Report 4th May, 1951 When handed in at Local Office 4th May, 1951 Port of Montreal, P.Q.

No in Survey held at Kingston, Ont. Date First Survey 11th January Last Survey 16th April, 1951 (No. of Visits 10)

58270 on the Machinery of the ~~W.M. DOBSON~~ Steel S.S. "EIGIN"

Tonnage { Gross 1906 Vessel built at Newcastle By whom Swan, Hunter & Wigham Richardson Ltd. When 1923 4  
Net 1123 Engines made at Newcastle By whom Swan, Hunter & Wigham Richardson Ltd. When 1923  
Nominal - Boilers, when made (Main) 1923 (Donkey) -  
Horse Power - Owners Canada Steamship Lines Ltd. Owners' Address -  
(if not already recorded in Appendix to Register Book.)  
No. of Main Boilers 2 Managers - Port Montreal Voyage -  
No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat and in Kingston Dry Dock  
Steam Pressure in Main Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers -

Last Report No. Port Change of Main Boiler,

Particulars of Examination and Repairs (if any) New Dky Blr, & Part Machinery

(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 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 " " New Donkey Boiler, see First Entry Report.

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 Main boiler 1st March, 1951

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? New Boiler To what pressure were they afterwards adjusted under steam? 120 lbs/sq.in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

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

Is 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 1 1/16" Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

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

Engine parts, when referred to by numbers, should be counted from forward.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Boiler Installation Complete. Machinery complete.

The two Scotch boilers were removed from the ship. One three furnace Scotch Multitubular boiler ex R.C.N. Vette "MOOSEJAW" was installed on new boiler stools.

The boiler and its mountings were examined internally and externally and all was found in good condition. seamless steel main and auxiliary steam pipes and the main and auxiliary feed pipes were made, tested and fitted in place, in accordance with the Rules. The boiler was satisfactorily hydrostatically tested to 270 lbs/sq.in and found tight. The safety valves were adjusted under steam at 180 lbs/sq.in. and a satisfactory accumulation test was carried out.

A forced draught fan driven by a single cylinder steam engine with trunking to the main boiler only was installed at this time.

The stamp marks identified from the boiler were as follows:-

B.C. TEST, No. 5629, T.P. 387 lbs., W.P. 225 lbs., I.D.M. 28/2/41.

(cont'd)

## 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 ship is in good condition and eligible, in my opinion to remain as classed with fresh word of survey BlrS 4,51, msp 4,51, MBS\* 4,51 and the notation for Register Book N.B.\* 2,41 Boiler refitted 4,51, 180 lbs. F.D. New Donkey Boiler\* 4,51, W.P. 120 lbs.

Fee (per Section 29)

Main Blue new D. Blr, 100.00  
Damage or Repair Fee (if any) 30  
(per Section 29.)

Printing expenses (if chargeable)

Committee's Minute

igned

Fees applied for

May 18, 1951

Received by me,

19

L. M. Mathin

Engineer Surveyor to Lloyd's Register of Shipping.

THURS 28 JUN 1951

MBS \* 4,51 Blr S. 4,51 msp 4,51

NB \* 2,41 refitted 4,51

NDB \* 4,51

004591-004595-00141/2

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One copy of construction certificate attached to this report together with first entry.

The boiler was checked and identified with Messrs. Collingwood Shipyards Ltd., plan of boiler No. E. 902, copy attached to this report. Heating surface 3575 sq. ft., coal fired.

During the winter lay up, a new vertical donkey boiler was installed in this ship.

The new donkey boiler is coupled to the auxiliary steam range only through two non-return stop valves. A first entry report covering this donkey boiler is attached.

The donkey boiler was stamped C.S. & E Serial No. 3.

LLOYD'S No. 6296

Heating surface T.P. 230

524 sq. ft. coal W.P. 120

fired. L.M.M.

11/12/50

The purpose of installing the donkey boiler is to provide steam resources for heating and pumping when the single main boiler is being cleaned.

At this time a Mitchell thrust block was installed in place of the existing multibular block. The thrust shaft (ex. corvette) was stamped B.C. TEST

No. T986

E.R.M.

30/10/40

FOR DOCKING:- (Hull Damage sustained after leaving Kingston Dry Dock, see Montreal Report 8508)

NOW DONE:- Vessel placed in dry dock, propeller, sternbush, sea connections, (not opened up) and their fastenings examined and found in good condition.

FOR PART MACHINERY:- The electrical system was examined under working condition, megger tested and found in order.

The pumping arrangements were examined and tested and found in order.

The steering engine was opened up, examined and found in good condition.

The H.P., M.P. and L.P. cylinders, pistons and valves opened up, examined and found or placed in good condition.

A Mitchell thrust block and shaft (R.C.N. Corvette surplus) was fitted in the ship at this time in place of the existing multicollar thrust block.

L. M. Mathew



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