

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

(Received at London Office)

13 DEC 1930

Date of writing Report Nov 26 1930 When handed in at Local Office Nov 27 1930 Port of Montreal

No. in Reg. Book. 91724 Survey held at Quebec P. Q. Date, First Survey Nov 24 Last Survey Nov 25 1930 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. N. B. McLean

Tonnage { Gross 3254 Net 1126 Vessel built at Halifax, N. S. By whom Halifax Shipyards Ltd When 1930-8

Nominal Horse Power 1033 Engines made at Collingwood, Ont. By whom Collingwood Shipyards Ltd When 1930

No. of Main Boilers 6 Boilers, when made (Main) 1930 (Donkey)

No. of Donkey Boilers 1 Owners Canadian Government Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 185 lb Managers Port Ottawa Voyage

in Donkey Boilers 1 Surveyed ~~at~~ in Dry Dock David S. B. & R Co (State name of Dock.)

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A.1. 8-30		+L.M.C. 8-30
		C.L.
		fitted for oil fuel 8-30 F.P. above 150°F

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking

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 thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons? not submitted

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

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

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

Has shaft now been changed? If so, state reasons Complete

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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8 full

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

While vessel was on dry dock the fastenings of stern tubes propellers & of the sea connections examined & found or now made satisfactory

Now Done Owners account. - fair water cones removed, propeller nuts slacked back & the propellers wedged up, nuts refastened & new stoppers fitted, all propeller blade nuts that were bare of cement were tested & all broken cement renewed.

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, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 150 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as now classed without fresh record of survey

Survey Fee (per Section 28).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any).....	£ : :	19
Travelling expenses (if chargeable).....	£ : :	19

Committee's Minute As now
Assigned

FRI. 30 DEC 1930

M. Ericsson 2020
Engineer Surveyor to Lloyd's Register of Shipping.



008720-008727-0167

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

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

*Joeking. Minor repairs
effected to propellers*

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*It is submitted that
this vessel is eligible to
remain as **CLASSED**.*

*Hm
17.12.30*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation