COPY FOR LONDON

pt. 9.

No. 8511

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

(Received at London Office 19 MAR 1951)

Date of writing Report 14th Feb. 1951 When handed in at Local Office 15th Feb. 1951 Port of Quebec, P. Q.

No. in Reg. Book 56700 Survey held at Quebec & Lauzon, P. Q. Date, First Survey 2nd February Last Survey 13th February 1951 (No. of Visits 3)

on the Machinery of the ~~XXXXXXXXXX~~ Steel Single Screw Steamer "CITE DE QUEBEC"

Tonnage { Gross 1259 / Net 467

~~XXXXX~~ MN 277

No. of Main Boilers 2

No. of Donkey Boilers -

Steam Pressure— in Main Boilers 185

in Donkey Boilers

Vessel built at Glasgow By whom Napier & Miller Limited When 1930 9 (Year. Month.)

Engines made at Glasgow By whom McKee & Baxter Limited When 1930

Boilers, when made (Main) 1930 (Donkey) -

Owners La Traverse de Lévis Ltée Owners' Address (if not already recorded in Appendix to Register Book)

Managers Port Quebec Voyage

If Surveyed Afloat or in Dry Dock Afloat Shed 26 Quebec (State name of Dock.) Champlain Dry Dock, Lauzon

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)
✠100 A- 8,50		✠L.M.C. 8,46
SS Qbc. 8,46		B.S. ~~9,49~~ 11,50
		TS(CL) 8,50
For ferry service between Quebec and Levis.		

T.S. DUE EVERY 4 YEARS

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

Particulars of Examination and Repairs (if any) Dmg. & Dkg.

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 Damage Rpt. & Interim Certificate attached.

Was a damage report made by anyone else? If so, by whom? Mr. L. Hayes, Underwriters Surveyor

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? Boilers under steam

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 - Present condition of funnel(s) good

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 Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? -, 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? -

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 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 3/32"

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

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.? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE Damage stated to have been caused through Vessel grounding at Pointe Ouimet, Levis, P. Q. on the 1st February, 1951 whilst on a regular Ferry Voyage from Quebec to Levis, P. Q. For further particulars please see Vessel's log book.

DOCKING Now Done:- Vessel placed in dry dock, propeller and fastenings, sea connections gratings and fastenings examined found or placed in good order.

DAMAGE Now Done:- Vessel placed in dry dock, screwshaft tested in place for truth, propeller boss & blades slackened back, steering engine completely dismantled, all examined found or placed in good order.

DAMAGE REPAIRS:- Steering engine pinion shaft renewed. On completion steering engine and Rudder tried under full working conditions and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this Vessel is in good condition and eligible in my opinion to remain as at present classed without fresh record of survey.

(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. 1,48, B & M.S. 1,48, ✠L.M.C. 1,48, or ✠LM C 140 lb., F.D., &c.) CS 1,48.

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

Survey Fee (per Section 28)	$:	
Special Damage or Repair Fee (if any) (per Section 28.)	$ 40.00	
Travelling expenses (if chargeable)	$ 2.50	
Late fee 7th, 8 p.m. to midnight	$ 20.00	

Fees applied for Feb. 27 1951

Received by me, 19

D. Dalkeith

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned Deferred for comp. LMC.

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