

Int. Rpt. No. 6905

t. 9.

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

(Received at London Office 13 SEP 1946)

Date of writing Report 21st. August 46 When handed in at Local Office 22nd. August 46 Port of QUEBEC
Survey held at Lauzon and Quebec Date, First Survey 3rd. June Last Survey 22nd. August 1946
Book 174 on the Machinery of the ~~Wood, Iron or Steel~~ Single Screw Steamer "CITE DE QUEBEC" (No. of Visits five)

Gross 1259 Vessel built at Glasgow By whom Napier & Miller Ltd. When 1930-9
Net 467 Engines made at Glasgow By whom McKei & Baxter When 1930
Horse Power 277 Boilers, when made (Main) 1930 (Donkey) -
of Main Boilers 2 Owners LA TRAVERSE DE LEVIS LTEE. Owners' Address -
(if not already recorded in Appendix to Register Book.)
of Donkey Boilers - Managers - do - Port Quebec Voyage -
Pressure - Main Boilers 185 If Surveyed Afloat or in Dry Dock Lorne dry dock and
Donkey Boilers - (State name of Dock.) afloat shed 20 Quebec

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

Report No. Port
Particulars of Examination and Repairs (if any) L.M.C. & S.R. 11

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)
* 100A- for ferry Service between Quebec & Levis		* L.M.C. 9.45 B.S. 8.45 T.S. (C.L) 4.45
5.45		
Examined 5.45		
S.S.Q.B.C.No.2-	39	

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 details 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.

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. ✓
Is 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? Yes

" " Donkey " " " ✓
This was not done, 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 P & S 3-6-46 Present condition of funnel(s) Good
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs.

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

Has screw shaft now been drawn and examined? Yes 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? Yes If so, state reasons Liner worn below Rule size at after end of shaft

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes 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 22-6-46 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes
If 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 L.M.C.

Now done:- Vessel placed in dry dock propeller and fastenings, stern tube and fastenings sea connections gratings and their fastenings opened up, cleaned examined found or placed in good condition. Tailshaft drawn, liner worn below Rule size at after end of shaft. Spare Tailshaft checked & fitted.

Main Engine:- All cylinders, covers, liners, pistons, rings, piston rods, valve chests, valves and rods, connecting rods, top and bottom ends, guides and shoes, valve gear eccentric pulleys and straps, main bearings, crankshaft, thrust and intermediate shafting opened up, examined found or placed in good condition.

Auxiliary Machinery:- Jet condenser, air Bilge, Ballast, Fresh Water and General Service and feed pumps opened up, examined found or placed in good condition.

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel is in (P.T.O.)
(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 *L.M.C. 140 lb., F.D., &c.)

Good condition and eligible in my opinion to remain as at present classed in the Register Book with fresh Record of Survey L.M.C. 8,46 and notation T.S. (C.L.) 6,46

Survey Fee (per Section 29) L.M.C. \$ 108.25 Fees applied for Aug 26 1946
Special Damage or Repair Fee (if any) B.S. 52.50
(per Section 29.) T.S. 20.00
Travelling expenses (if chargeable) &c. 30.00 Received by me, 19
\$ 2.00

Committee's Minute Assigned + LMC 8,46 without the usual
5.6.46
CERTIFICATE WRITTEN
TUES. 8 OCT 1946
Lloyd's Register Foundation
00993-00903-0242 1/2



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

LA TRAVERSE DE LEVIS LTEE. Is a Certificate required? If so, to be sent to

Both dynamo engines opened up examined and closed in good condition.

Bilge and Ballast line, valves, manifolds and pipe lines opened up, cleaned, examined and closed in good condition.

Aux. Steam pipes tested in place, proven Sound and tight.

BOILERS:- Both boilers opened up, scaled, cleaned, examined internally and externally together with manhole doors and fastenings also all boiler mountings, found or placed in good order.

Main steam pipes removed, annealed, tested to 370 lbs. proven sound and tight.

Feed pipes tested in place proven sound and tight.

ELECTRICAL EQUIPMENT:- Both 15 K.W. Generators, cleaned, examined and megger tested.

Main Switchboard, Switch Gear, fuses, distribution panels and all wiring throughout the vessel, examined, megger tested found or placed in good order.

WEAR AND TEAR REPAIRS:- Spare Tailshaft fitted

Stern Bearing rewooded.

Hardwood chock renewed under intermediate shaft bearings

All pump suction and delivery valves ground in

All bilge and ballast valve ground in

2 bilge strainers renewed

Ford. Bilge line in way of bunker renewed

Ballast line renewed from pump manifold old to F.P. & P. & St. tanks ford. also bulhead pieces.

All Machinery bearings adjusted

1.c.c. stay renewed in st. c.c. on st. Boiler

2.c.c. stays renewed in st. c.c. on Port Boiler

Ash ejector T. piece & 9'-0" pipe renewed

Hold electric wiring and conduct renewed

Bilge ejector renewed

Bilge & G.S. pump discharge pipes and ships side valves renewed.

Main discharge pipe (copper) removed, annealed, reset and refitted.

Top strake of funnel plating renewed.

On completion of repairs main and auxiliary machinery tried under full working conditions and found satisfactory. Boiler safety valves adjusted under steam to 185 lbs. and thickness of washers noted. Pumping arrangements tried under full working conditions. Switch gear and governors of dynamos tried under full working conditions and found satisfactory.

S.R. List Main, bilge and G.S. Service pump discharge pipes were dealt with at this time as follows,

Main discharge pipe, removed, annealed, reset and refitted.

Bilge and G.S. pump discharge pipes renewed.

and it is recommended that this be deleted from the S.R. list.