

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

(Received at London Office 16 MAY 1951)

Date of writing Report 16th April 1951 When handed in at Local Office 17th April 1951 Port of Quebec, P. Q.
No. in Survey held at Quebec, P. Q. Date, First Survey 23rd February Last Survey 16th April, 1951
Reg. Book 67400 on the Machinery of the ~~Woodbox~~ Steel Single Screw Steamer "LOUIS JOLLIET"
Tonnage { Gross 950 Vessel built at Levis, P. Q. By whom Davie Shipbuilding & Repairing Co. When 1938 6
Net 678 Engines made at Levis, P. Q. By whom Canadian General and Shoe Ltd. When 1910
Machinery MN 178 Boilers, when made (Main) 1910 (Donkey) Machinery Co. Ltd.
No. of Main Boilers 2 Owners La Traverse de Levis Ltee. Owners' Address -
No. of Donkey Boilers - Managers - Port Quebec Voyage -
Steam Pressure in Main Boilers 175 If Surveyed Afloat or in Dry Dock Afloat Outer Basin, Quebec
in Donkey Boilers - (State name of Dock.)

Last Report No. 8130 Port ~~mtl~~

Particulars of Examination and Repairs (if any) Boiler Survey, etc.
(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? Yes

" " Donkey " " "

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

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 23/2/51

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? 175 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? -

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 -

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 -

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. BOILER SURVEY Complete.

NOW DONE:- Both Boilers opened, cleaned, examined internally and externally together with principal mountings and manholes found or placed in good order. Safety valves adjusted under steam to 175 lbs./sq.in and washers noted.

At the request of the Owners Representative, the following machinery which had been opened up, was examined, found or placed in good order.

MAIN ENGINE:- Cylinders, covers, pistons, rings, top and bottom ends, main bearings and crankshaft.

AUXILIARY MACHINERY:- Both feed, air and G.S. pumps also both Generator engines.

WEAR & TEAR REPAIRS:- H.P. piston rod renewed (Lloyd's D-1768, 24-2-51 D.H.)

G.S. pump renewed. Feed pump steam and water and rings renewed.

Minor voyage repairs effected.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is in good condition and eligible, in

(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.

my opinion, to remain as at present classed with fresh record of B.S. 4.51.

Survey Fee (per Section 28) B.S. \$ 69.00

~~Special Damage~~ Repair Fee (per Section 28.) \$ 20.00

(per Section 28.)

Travelling expenses (if chargeable) \$ 1.50

Fees applied for
Apr. 30 1951
Received by me,
19

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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