

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

(Received at London Office)

OCT 17 1938

Date of writing Report 29th June 1938 When handed in at Local Office 29th June 1938 Port of MontrealNo. in Reg. Book. Survey held at Lauson, P.Q. Date, First Survey 29th Nov 1937 Last Survey 24th May 1938 (No. of Visits 14)on the Machinery of the Wood, Iron or Steel Frig "Louis Jolliet"Tonnage { Gross 950 Vessel built at Lauson, P.Q. By whom David Shiple & Refg. Co. Ltd. When 1938.5
Net 678 Engines made at Levis, P.Q. By whom Canadian Gun & Shoe Mfg. Co. When 1911-Nominal Horse Power (88) Boilers, when made (Main) 1911. (Donkey) ✓No. of Main Boilers 2 Owners Levis Frig Co. Owners' Address (if not already recorded in Appendix to Register Book.)No. of Donkey Boilers ✓ Managers " " Port Quebec Voyage ✓Steam Pressure—175 ✓ Surveyed While building Afloat on in Dry Dock David Shiple & Refg. Co. Ltd. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).No. of Donkey Boilers ✓Last Report No. PortParticulars of Examination and Repairs (if any) L. J. C.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 " " " " ✓If 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? ✓What latest date of internal examination of each boiler 12th April 1938. Present condition of funnel NewDid 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? 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? No If so, state reasons ✓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? ✓What date of examination of Screw Shaft 18th Feb State the distance between ligum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes Is electric light and/or power fitted? YesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

How done? One set of Triple expansion jet Condensing marine Engines. Cylinders H.P. 15 1/2" J.P. 25 1/8" L.P. 42 1/8" dia. by 30" stroke fitted on board new Frig including shafting, stern tube, propeller, sea connections, all pumps, generating sets and other auxiliaries. The cylinders, pistons, rings, valves, valve gear, piston rods and spindles, connecting rods, eccentrics and rods, crank shaft and bearings, thrust shaft and intermediate shafting, tail shaft and propeller, jet condenser and pumps. Generating engine and dynamo, opened up, examined and all placed in good condition and afterwards coupled up on board. Two boilers have been fitted on board with new smoke boxes attached, and boiler mountings partly renewed. The main steam and auxiliary piping has been tested under hydraulic pressure to 525 lbs. per sq. inch. Feed pipes have been tested to 380 lbs. and all

General Observations, Opinion, and Recommendation:— This vessel's machinery is in good condition, eligible in my opinion to remain as classed with the record of L. J. C. 5.38 in the Register Book.

(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.S.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 250.00 Fees applied for 19th Aug 1938

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ :

Committee's Minute

Assigned

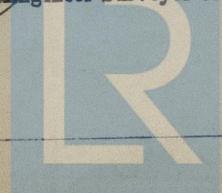
LMC 5.38

E. & B.

made '10

S(CA) 5.38

refitted '38

Geo. Allan
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation

00993-009043-0286

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

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

found sound and tight. Main boilers safety valves have been adjusted under steam to be above pressure and noted thickness of washers. The electric equipment has been tested out by the Megger test and found satisfactory.

The whole of this machinery has been tested out under full working condition and proven satisfactory.

This machinery and one boiler were taken from the Ferry Steamer "Colomb" #06567 in the Register Book and the other boiler was taken from the sister ship "Pleissis" #12914 in the Register Book. One length of intermediate shafting was taken from the "Pleissis" and fitted to the full line of shafting from the "Colomb." The Pumping and Piping arrangements were as originally fitted in the "Colomb."

J.A.

