

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

(Received at London Office 23 NOV 1946)

Date of writing Report 28th Oct. 1946 When handed in at Local Office 29th Oct. 1946 Port of Quebec Que.

No. in Reg. Book 55811 Survey held at Lauzon, Que. & Quebec, Que. Date, First Survey 3rd June Last Survey 28th Oct. 1946 (No. of Visits 7)

onage { Gross 1259 Vessel built at Glasgow By whom Napier & Miller Ld. When 1930 9
 Net 467 Engines made at Glasgow By whom McKie & Baxter Ld. When 1930
 MN 277 Boilers, when made (Main) 1930 (Donkey) --
 No. of Main Boilers 2 Owners La Traversse de Levis Ltee. Owners' Address --
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers -- Managers La Traversse de Levis Ltée. Port Quebec Voyage --
 Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock Lorne Dry Dock and
 in Donkey Boilers -- (State name of Dock.) Afloat - Shed 20 Quebec

Last Report No. -- Port --

Particulars of Examination and Repairs (if any) L.M.C.
 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.

Where 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

Where 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 the latest date of internal examination of each boiler Port & Stbd. 15-8-46 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 the 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 the 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 the date of examination of Screw Shaft 7-6-46 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

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

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE L.M.C.

W HOLE:- Vessel placed in dry dock, propeller and fastenings, tailshaft drawn, key removed, stern tube and fastenings also sea connections, gratings and their fastenings opened up, cleaned, examined and closed in good order.

IN ENGINE:- All cylinders, covers, liners, pistons, rings and piston rods, valve chests and 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.

UTILITIES:- Jet condenser, air, bilge, ballast, general service, fresh water and feed pumps opened up, examined, found or placed in good condition. Holding down bolts and chocks tested and found satisfactory. Both dynamo engines opened, examined and closed in good order.

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 in the register with fresh notation of L.M.C. 10,46, together with the notation of Tail Shaft seen (C.L.) 6,46.

Survey Fee (per Section 29) L.M.C. £ \$164.50 Fees applied for Nov 15 1946

Damage to property T.S. £ \$20.00
 (per Section 29.) Elect. (30 KW) \$ 30.00
 Repairs £ \$30.00
 Travelling expenses (if chargeable) £ \$3.50

Committee's Minute WED. 18 DEC 1946
 Assigned + LMC 10,46
S. 6,46

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- for Ferry Service between Quebec and Levis 5,45		✠ L.M.C. 11,43 B.S. 6,45 T.S. (C.L.) 4,45
ss Qbc. No. 3-5,42		

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

Is a Certificate required? If so, to be sent to La Traversse de Levis Ltée., Quebec, P.Q.



S/S. "CITE DE LEVIS"

AUXILIARIES (Cont'd):- Bilge and ballast lines, valves and strainers opened up, cleaned, examined, found or placed in good order. Auxiliary 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 condition.

REPAIRS DUE TO WEAR & TEAR:-

Stern bush rewooded.

All pump suction and delivery valves ground in.

All bilge valves ground in.

One bilge strainer renewed.

For'd bilge line in way of bunker, renewed.

Ballast line renewed from pump manifold to F.P. & Port and stbd. tanks For'd, also all bulkhead pieces.

All Machinery, bearings adjusted.

One C.C. stay renewed in centre c.c. stbd. boiler.

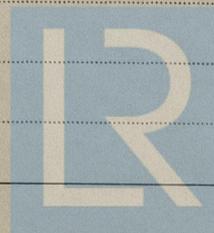
One rivet renewed in stbd. wing furnace stbd. boiler.

Two c.c. stays renewed in port c.c. port boiler.

Ash ejector "T" piece and 9'-0" of pipe 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 tested under full working conditions. Switch gear and governors of dynamos tried under full working conditions and found satisfactory.

J. Hallid
SURVEYOR TO LLOYD'S REGISTER.



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