

B. C. SHIP

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 6th December 1950 When handed in at Local Office 6th December 1950 Port of Greenock

No in Reg. Book. Survey held at Greenock Date. First Survey 12-10-50 Last Survey 23-11-1950

66654 on the Machinery of the Wood Iron or Steel S.S. "WINTER HILL" (ex 'LAURENTIAL PAAR'-50).

Tonnage { Gross 7135 Vessel built at Sorel P.Q. By whom Marnie Industries Ltd Year. Month. 1943-4
 Net 4306 3/4 Engines made at Turkents By whom John Inglis & Co Ltd When 1943-4
 Nominal Horse Power { 2500 HP Boilers, when made (Main) 1943 (Donkey) ✓ When 1943-4
 Owners Laurential S.S. Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 3 (S/P) Managers Canadian Ship Management Co Ltd Port London Voyage
 No. of Donkey Boilers 1 (M/C) If Surveyed Afloat or in Dry Dock Afloat
 Steam Pressure in Main Boilers 220/lbs (state name of Dock.) Tamm Walk Lock

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)
<u>BS II</u>		<u>MBS 5.48</u>
<u>WITH FIREBOARD</u>		<u>Bl. S. 5.50</u>
<u>450. 9.50</u>		<u>MSP 4.49</u>
<u>S.S. G.K. - 5.48</u>		<u>C.L. 5.48</u>
<u>A.S. 4.50</u>		
<u>PT. TELE. VIEWED</u>		

Last Report No. Port

Particulars of Examination and Repairs (if any) OIL FUEL CONVERSION

(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 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?

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

If not, state for what reasons.

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.

Did the Surveyor examine the Safety Valves of the Main Boilers?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

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

Has the screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons.

Is an approved oil retaining appliance fitted at the after end?

Is electric light and/or power fitted?

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

Now done for Oil Fuel Conversion

The vessel has been converted to oil burning at this time. All alterations have been satisfactorily carried out as per attached plan approved 8-11-50. The Rules for Pumping & Piping (1950) have been complied with so far as they were applicable. Fuel unit was manufactured under survey by Huxon Todd's Oil Burning Installation Ltd LONDON. No 1510

FOR HEATER. LLOYDS TEST 500 lbs. T. 2068. - AFTER HEATER. LLOYDS TEST 500 lbs. T. 2068.
 FOR PUMP. No 243881. AFTER PUMP No 243882
 TRANSFER PUMP - G.T. WAIN. No 244059. SIZE 6 1/2" x 4" x 15"

All oil fuel discharge piping has been tested to specified limits. Section & filling line tested to 150 lbs. All steam heating coils in fuel bunkers, double bottom & settling tanks.

General Observations, Opinion, and Recommendation. -

(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, BS 9,11, B&MS 9,11, *LMC 9,11 or LMC 140 lb., ED, &c.)

The machinery of this vessel so far as was seen is in good condition & suitable in my opinion to remain as classed without fresh record of survey but with added notation in the Register Book "Fitted for Oil Fuel 11-50. T.P. ABOVE 150° F. RL - Labels item "Governor to be run on load & governor checked."

Survey Fee (per Section 29) O.F. Conversion £ 30. 0. 0
 UNLAWY ATTENDANCE FEE £ 5. 5. 0
 Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Committee's Minute
 signed As now.

Fees applied for 9th Dec 1950
 Received by me,

but assign notation Fitted for oil fuel

A. Y. Sinclair
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
 611636-011645-0144

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

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

Work done for Oil Fuel Conversion (continued).

It has been verified no funnel clamps is fitted.

A section of bilge suction line has been removed from the G.S. pump range & the ends permanently blanked thus insuring no fuel contamination of boiler feed water is possible from bilge range.

Required extended spindles operated from positions outside of the Engine & Boiler Room have been fitted to tank sections, steam smothering & unit isolation valves. These remote controls efficient under test. Adequate fire extinguishers of the portable foam type have been supplied & fitted. Sand bins fitted to galleys with drip trap at all furnace mouths. Additional fire hydrants fitted in Boiler Engine Room for flushing bilges or fire.

Installation examined under working conditions & found satisfactory. Only bilges pumped & proved efficient.

Sh. - Gyrams gunnery overhauled, tested on load upon completion & efficient. Gun may now be deleted.

OK

Plans forwarded with this Report:

(1). Arrangement of O.F. Piping in Eng. Room.

Notes

15/1/21

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