

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

(Received at London Office 10 MAR 1950)

Date of writing Report FEB. 2, 1950 When handed in at Local Office 19 Port of TORONTO, CANADA.  
 No. in Survey held at PORT ARTHUR, ONTARIO. Date, First Survey 26-8-49 Last Survey 31-8-1949  
 Reg. Book 14232 on the Machinery of the ~~Woodstock~~ Steel S. S. "JOHN ERICSSON"  
 Year. Month. 1896  
 Gross 3650 Vessel built at W. SUPERIOR, WISCONSIN By whom AMERICAN STEEL BARGE CO. When 1896  
 Net 2921 Engines made at CLEVELAND, OHIO. By whom CLEVELAND S. B. CO. When 1896  
 Nominal Horse Power 2000 Boilers, when made (Main) 1914 (Donkey) -  
 No. of Main Boilers 2 Owners UPPER LAKES & ST. LAWRENCE TRANS. CO., LTD. Owners' Address TORONTO, ONTARIO.  
 No. of Donkey Boilers - Managers (G.C. Leitch) Port Midland, Ont. Voyage GREAT LAKES  
 Steam Pressure 150# If Surveyed Afloat or in Dry Dock DRYDOCK - PORT ARTHUR S.B. Particulars of Classification (which must be inserted  
 in Main Boilers. CO., LTD. precisely as in Register Book & Supplements).  
 in Donkey Boilers -

Last Report No. Port.

## Particulars of Examination and Repairs (if any) Docking & T.S.

(Periodical Surveys, when held, must be reported in detail and serially 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? No

" " Donkey " " "

If this was not done, state for what reasons? Annual Boiler Survey not due.

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.

Present condition of funnel(s) GOOD

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

To what pressure were they afterwards adjusted under steam?

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?

, 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?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Lubricated

Has shaft now been changed? No 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? Working

State date of examination of Screw Shaft 29-8-49 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft fit

Is electric light and/or power fitted? Electric light

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

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 T. S. Complete

NOW DONE - DOCKING AND CONTINUOUS SURVEY Survey Complete

The Tailshaft was drawn outboard, examined and found satisfactory.

Propeller and fastenings in good condition.

Stern-tube examined and found satisfactory.

Stern-bush was rewooded.

Thrust shaft, shoes and block examined and found satisfactory.

Sea connection were opened up, examined and found in good condition.

The Electrical Equipment was examined and megger tested.

General Observations, Opinion, and Recommendation:— The Machinery and Boilers of this Vessel are in good (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&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.) CS 3,4,

and efficient condition, eligible, in my opinion, to continue as Classed with notation Tailshaft seen 8/49.

Fee (per Section 29) \$ 20.00 : Fees applied for  
 Damage or Repair Fee (if any) \$ : : Feb. 14/19-50  
 (per Section 29.)  
 Ling expenses (if chargeable) \$ See Rpt. 8 : Received by me, 19

Committee's Minute

TUES. 4 APR 1950

igned

but Deferred for Comp. Mts. 1.8.49

John Miller  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation



Docking.  
Screwshaft examined

Port machinery examined

It is submitted that this  
vessel is eligible to remain

as CLASSED

fresh record  
8.49.

20.3.50



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