

mal. Rpt. No. 8179

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

(Received at London Office 19 JUL 1950)

Date of writing Report 1st June 1950 When handed in at Local Office 1st June 1950 Port of Montreal, P.Q.

Survey held at Sorel, P.Q. Date, First Survey 27th Oct /49 Last Survey 17th May 1950 (No. of Visits 4)

on the Machinery of the ~~Wooden~~ Steel Twin Screw Steamer "QUEBEC" Year. Month.

Gross 7016 Vessel built at Lauzon, P.Q. By whom Davie Shipbuilding & Repairing Co. When 1928 5

Net 4143 Engines made at Hartlepool By whom Richardsons, Westgarth & Co. Ltd. When 1928

MN 790 Boilers, when made (Main) 1928 (Donkey)

Main Boilers 6 Owners Canada Steamship Lines Limited Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers 1 Managers Port Montreal Voyage

Pressure 190 If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 100 Report No. Port

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

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the use of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting the cases where the Surveyor has not made a special damage report he is required to state whether he offered his services and why they were declined.

Damage report made by anyone else? If so, by whom? Yes

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do not do, state for what reasons? Yes

Parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Latest date of internal examination of each boiler All main boilers 27/10/49 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.

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

Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Shaft now been drawn and examined? No 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?

Shaft now been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Distance 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? Yes

Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

ONE:- The cylinders, pistons, valves and valve chests; crank, thrust and intermediate shafts; pumps and condensers (under test) of the port and starboard main engines, also the valves, cocks, pipes and strainers of the pumping arrangements examined.

The oil fuel burning arrangements and the steam smothering installation examined and tested under working conditions.

The main and donkey boilers examined internally and externally with their safety valves, doors and mountings and the safety valves adjusted under steam to the above pressure. Selected lengths of main steam pipes and of auxiliary steam pipes over 3" bore supplying steam for essential purposes at sea, removed, examined internally and tested by hydraulic pressure.

(cont'd)

Observations, Opinion, and Recommendation:- The Machinery of this Vessel is in good condition, and eligible, and no 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 *L.M.C. 140 lb., F.D., &c.)

in my opinion, to remain as classed with fresh record of *L.M.C. 4,50.

per Section 28) \$ 506.50 Fees applied for June 28 1950

Age or Repair Fee (if any) \$ Received by me, 19

per Section 28.) \$ 31.50

Expenses (if chargeable)

WED. 9 AUG 1950

*L.M.C. MS 5.50

B5 10,49

CERTIFICATE WRITTEN

W. Nicholson & J. Archibald - J. M. Mathies Engineer Surveyor to Lloyd's Register of Shipping.

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

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

of Survey for Repairs, etc., of Engines and Boilers

NOW DONE:- The electrical equipment examined and tested as required by the Rules.
The main steam pipes were hydraulically tested to 380 lbs./sq. in. and found tight.

REPAIRS WEAR & TEAR Now Done:- H.P. bottom end bearings, port and starboard, reinstalled
all holding down bolts hardened up.
No. 4 main boiler stop valve renewed.
Starboard main condenser retubed.

etc.

*SS elm 5.49 now held.
It is submitted that this vessel is eligible for THE RECORD. + LMC - MS 5.50 DS 10.49.*

*L.Y.
2/8/50.*