

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

(Received at London Office.....)

Date of writing Report... 14th Sept. 1950 When handed in at Local Office... 15th Sept. 1950 Port of... Georgetown  
 No. in Survey held at... Lauzon P.Q. Date, First Survey... 7th August Last Survey... 13th Sept. 1950  
 Reg. Book... 70840 on the Machinery of the Wood, Iron or Steel Single Screw Steamer "NORTH VOYAGEUR"  
 (No. of Visits... FOURTEEN)

Tonnage { Gross... 1014 Vessel built at... Rostock By whom... AKT. Gas "NEPTUN" When... 1909  
 Net... 520 Engines made at... Rostock By whom... A. G. Neptun When... 1909  
 Nominal Horse Power... 182 Boilers, when made (Main)... 1909 (Donkey)...  
 No. of Main Boilers... 2 Owners... Compania de Navegacion Mundial S.A. Owners' Address... Panama City, Panama  
 (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers... - Managers... - Port... Porto Cortes Voyage...  
 Steam Pressure... 200 in Main Boilers...  
 in Donkey Boilers...  
 If Surveyed Afloat or in Dry Dock... Lorne Dry Dock & Afloat Particulars of Classification (which must be inserted  
 (State name of Dock.) Government Wharf Lauzon P.Q. precisely as in Register Book & Supplements).

Last Report No... Port...  
 Particulars of Examination and Repairs (if any)... L.M.C.

(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. No

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  
 " " Donkey " " " " -

If this was not done, state for what reasons? -  
 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... P. & St. 8th August, 1950 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 screw shaft now been drawn and examined? No 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? - 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 date 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... 3/32"  
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~and power~~ fitted? Yes  
 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... Complete

NOW DONE:- Vessel placed in dry dock, propeller & fastenings, sea connections gratings & their fastenings opened, examined found or placed in good order.  
L.M.C.:- Cylinders, pistons, slide valves, crank, thrust & intermediate shafting, pumps and condenser (tested) also the valves, cocks, pipes, and strainers, of the pumping arrangements all opened, examined found or placed in good order.  
 Both Main Boilers examined internally & externally together with their principal mountings & manholes and safety valves adjusted under steam to the above pressure & thickness of washers noted Main Steam Pipes removed annealed & tested hydrostatically and proven sound & tight. (Contd).

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 and have fresh record of Survey L.M.C. 9,50  
 (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. 1,48, B & M.S. 1,48, +L.M.C. 1,48, or +LM C 140 lb., F.D., &c.)  
 +LM C 140 lb., F.D., &c.)  
 CS 1,48,  
 opinion to remain as at present classed and have fresh record of Survey L.M.C. 9,50

Survey Fee (per Section 28) L.M.C. \$ 116 : 40 Fees applied for 6th Oct. 1950  
 Special Repairs (if any) B.S. \$ 63 : 00 Received by me, 19  
 (per Section 28.) Elect. 36 : 00  
 Travelling expenses (if chargeable) \$ 10 : 50

Committee's Minute...  
 Assigned... See minute on  
Casualty report

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

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

J. Halkett  
 Engineer Surveyor to Lloyd's Register of Shipping.  
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Electrical equipment examined & tested as required by the Rules.

Main & auxiliary machinery tried under full working conditions.

WEAR AND TEAR REPAIRS:-

Feed, Ballast & Bilge pumps water end rings renewed

3 zinc plates renewed

3 lengths of Bilge piping in Engine Room part renewed

4 mudboxes in forward Holds part renewed

Nos. 1, 2 & 4 D.B. tank suction tail pipes & mud boxes repaired & part renewed

Stbd Boiler:-

Both furnaces jacked up and two compensating steel

half rings 4" x 5/8" serrated at bottom fitted & electrically welded to each

furnace. Stbd. furnace 6 c.c. back stay bolts & nuts renewed. Hydrostatically

tested to 220 lbs. proven sound & tight.

Port Boiler:-

2 c.c. stays set up & nuts renewed

Electric Equip:-

Switchboard rewired & junction box fitted to take connections of all

circuits all to Rule requirements. Minor voyage repairs effected.

S.R. LIST:-

Specially examine furnaces (P&S) and tube plates next B.S.

Furnaces P & St. Boilers:-

Wastage on water side of furnaces along line of fire bars,

surfaces cleaned, examined and drilled for thickness in four places on each furnace

and found to remain efficient. Minimum thickness Port & Stbd Boilers .602". Holes

efficiently plugged & surfaces coated with zinc powder.

Tube Plates:-

Cleaned, examined and found to continue efficient. As the active

corrosion has now been stopped in both Boilers and at the Owners request that the

safety valves be adjusted for a working Pressure of 185 lbs per sq. in. it is sub-

mitted for the favourable consideration of the Committee that a special note in

italics be made in the Special Reasons list on the above items, in accordance with

Circular No. 1933.

Alterations:-

At the request of the Owners Representative the Boiler Safety Valves

were adjusted to 185 lbs per sq. in.

Electrical Equipment:-

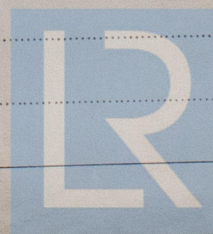
The Owners Representative stated that crews accommodation

forward would not be used and that he desired to dispense with the lighting in the

forward Holds, the Electric Circuits for this accommodation and forward Holds was

disconnected & part removed.

*J. Galt*



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REMAIN

REMAIN



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