

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

SAT. 10. AUG. 1918

(Received at London Office)

Date of writing Report July 17 1918 When handed in at Local Office July 18 1918 Port of Montreal

No. in Book. Survey held at Quebec P.Q. Date, First Survey June 28 Last Survey July 4 1918

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "TROJA" Master J. Kermis

Age Gross 2715 Net 1663 Vessel built at Toronto, Ont. By whom Shoe Iron Works When 1918 7

Engines made at " " By whom John Inglis Co (Donkey) When 1918

Boilers, when made (Main) 1918 Owners Imperial Steamship Co. J. Lakes Head Port Montreal. Voyage Sydney N.S.

If Surveyed Afloat or in Dry Dock New Port Dock Lewis P.Q. 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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Class contemplated</u>		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Locking

Periodical Surveys, when held, must be reported in detail and certification 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.

1. 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?

2. Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " " Donkey " " " "

3. If this was not done, state for what reasons? Not due for survey

4. What parts of the Boilers could not be thus thoroughly examined?

5. 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?

6. Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

7. Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

8. Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

9. Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

10. Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

11. Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

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

13. Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

14. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New ship fitted with bedwood tube.

15. If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Now done:- The vessel was placed in dry dock the fastenings of the propeller, stern tube & sea connections were examined and found in order.

The following work was also done for completion of F.S. of machinery. Guard fitted to pinion gear & windlass. Ladder fitted up to whistle, Hand steering gear eased. Sawnton pump used & found in order. Holes in E.R bulkhead plugged. Supports fitted to bilge & ballast piping. Valves fitted at ballast injection. Guards fitted over funnel shaft couplings. Windlass central valve overhauled. New pinion shaft bush fitted, chain wheel on Port side changed & clutch renewed. Stern gland on bedwood tube examined cleaned & replaced. Lining on piping & boilers completed. New crank shaft fitted to steering engine.

General Observations, Opinion, and Recommendation:-

The Machinery of this vessel is now in good and efficient condition eligible in my opinion to be classed as recommended in the Toronto F.S. report

Survey Fee (per Section 28).....	£	19	Fees applied for
Special Damage or Repair Fee (if any).....	£	0	
Travelling Expenses (if chargeable).....	£	0	

Received by me, N. J. Alderson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute _____
Assigned as above



W1251-0184

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

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

of Survey for ... of Engines and Boilers

[Faint, mostly illegible handwritten text]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Minor machinery repairs effected.

14 1/2 substituted 11 1/2

157 1/2

187 1/2



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