

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

(Received at London Office

3- SEP 1942

Date of writing Report July 30th 1942 When handed in at Local Office 19 Port of TORONTO, CANADA.

To in Survey held at Kingston, Ont. Date, First Survey Apr. 2nd Last Survey April 2nd 1942 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel S.S. "DONALD STEWART" Year. Month.

Vessel built at Middlesbro' By whom Smith's Dock Co. Ltd. When 1923 5

Engines made at Middlesbro' By whom Smith's Dock Co. Ltd. When 1923

Boilers, when made (Main) 1923 (Donkey) -

Owners Canada Steamship Lines, Ltd. Owners' Address Montreal (if not already recorded in Appendix to Register Book.)

Managers - Port Montreal Voyage Great Lakes

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

st Report No. 825 Port Toronto Completion of B.S.

Particulars of Examination and Repairs (if any) of B.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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.

Has a damage report made by anyone else? If so, by whom? No.

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

Did the Surveyor examine the Donkey Boilers? No.

Was an internal examination of the Boilers examined internally in January last. See Rpt. No. 825

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

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? -

What is the latest date of internal examination of each boiler? - Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? 180 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? - 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 the screw shaft now been drawn and examined? - 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? -

Has the shaft now been changed? - 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? -

What is the 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. -

Are engine parts, when referred to by numbers, should be counted from forward. - Is electric light and/or power fitted? Elect. Light.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

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

Is the survey complete, state what arrangements have been made for its completion and what remains to be done. Boiler survey completed.

The two main boilers were seen under steam and their safety valves adjusted to 180 lbs.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good

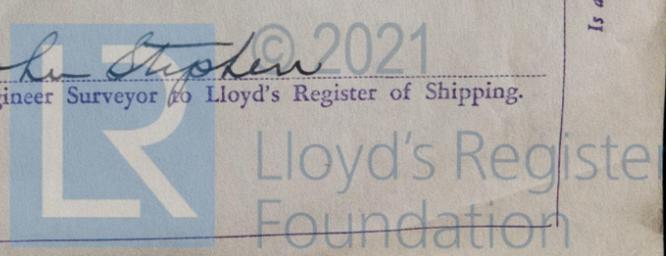
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

and efficient condition, eligible, in my opinion, to remain as classed with record BS

Survey Fee (per Section 29) £ See Rpt & Fees applied for
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Selling expenses (if chargeable) £ : :
Received by me, 19

Committee's Minute
Signed
FRL 18 SEP 1942
S. 1. 42

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



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

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

Adm 492 Completed

It is submitted that
this vessel is eligible for
THE RECORD.

No. 142

Yms

16.9.42



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