

COPY.

# Lloyd's Register of Shipping.

REPORT  
NO. 274



Port Saint John, N. B.

January 18, 1943.

**This is to Certify** that

W. SCOTT and C. H. WESTBURY

the undersigned Surveyors to this Society did at the request of

the Salvage Association, London (Halifax, N. S. office) survey the single screw steamer "MOUNT MYCALE" of Piraeus, 3356 tons gross, afloat at West Saint John on 28th December, 1942, after damage stated to have been sustained by heavy weather encountered on voyage from United Kingdom to Canada between 6th December and 21st December, 1942, in ballast condition.

For further particulars, please see Vessel's Log Books.

On examination of vessel afloat:

FOUND

RECOMMENDED

Forecastle Deck:

- (1) Windlass steam chest casting leaking.
- (2) Awning ridge stanchion at centre line at after end of forecastle, bent.

Windlass steam chest to be opened up for examination and repaired as necessary.  
Stanchion to be removed, faired and replaced.

Upper Deck - For'd Well:

- (3) Copper steam pipe abreast fore mast on port side broken in 3 places and steam copper branch pipe to No. 2 winch, starboard side, broken.
- (4) Nos. 1 and '2 hatchways - 2 tarpaulins on each hatchway torn.
- (5) No. 2 Hatchway - top edge of hatch bridle beam badly bent down and 2 wood covers broken (due to derrick boom crashing down on top of hatchway)

1 length of steam pipe, approx. 10 feet in length, to be renewed. Steam pipe covers to be removed as necessary and replaced. Copper steam pipe branch pipe to be removed, repaired and refitted.  
2 tarpaulins to be renewed on each hatchway.

Top edge of hatch bridle beam to be heated and faired. 2 wood covers to be renewed.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that: (P. T. 0.)

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



FOUNDRECOMMENDEDCasing Top:

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| (20) 2 stokehold ventilators strained and gearing unable to be worked.           | 2 ventilators to be removed, faired and refitted, and gearing to be overhauled and placed in working order. |
| (21) 1 waste steam pipe, starboard side, fractured immediately above casing top. | Waste steam pipe to be repaired.  |

Boat Deck:

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| (22) Port Lifeboat - 4 upper strakes of planking chafed. Lifelines torn off gunwale. Forward davit block broken. | 4 strakes of planking and fastenings to be examined and repaired as necessary. Lifelines to be renewed and refitted. For'd davit block to be renewed. |
| (23) 1 boat boom spar missing.   | Boat boom spar to be renewed.   |
| (24) Starboard Lifeboat - Hull planking, frames, &c. broken in places.   | Broken planking and frames to be part renewed.  |
| (25) 1 boat boom spar missing.   | Boat boom spar to be renewed.   |

General:

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| (26) Convoy lights broken.   | To be removed, examined, and repaired.                             |
| (27) Ship's Name Board on port side, broken.   | Ship's Name Board to be renewed.                                   |
| (28) 1 wooden hold ladder missing.   | 1 wooden hold ladder to be renewed.                                |
| (29) Wood bulkhead in No. 2 hold moved out of position at bottom.  | Wood bulkhead to be shored back into position.                     |
| (30) Hold bilges requiring cleaning due, it was stated, to seas entering holds, and causing ballast and dirt to be washed into bilges after tarpaulins were damaged. | Limber boards to be removed and bilges to be cleaned.              |
| (31) After peak tank - reported that it was not possible to pump water out.  | After peak tank to be pumped out by portable pump for examination. |

Boilers:

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| (32) Port Boiler:-<br>Port high furnace caulking edge of furnace tube and tube plate leaking round the top half of the circumference. | All back bearer plates to be removed and back ends cleaned out for examination. Caulking edges of furnace tubes and tube plates to be thoroughly cleaned, then electrically welded and caulked as necessary. |
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(P. T. O.)

Lloyd's Register  
 F098-02293/4

FOUND

RECOMMENDED

Boilers (Cont'd)

Port Boiler (Cont'd):

Port Low Furnace:- Caulking edge of furnace tube and tube plate leaking on the top of circumference for approx. 8".  
 Wrapper plate and back plate leaking at caulking edge for approx. 10".  
 Five rivets in way of this leaking.  
 One rivet leaking in joint of back plate and wrapper plate on starboard side.  
 Four plain tubes wasted at back end in lower box of starboard furnace.  
 Several C.C. stay nuts leaking.

Leaky rivets in centre back end to be caulked, and seam of back plate and wrapper plate to be caulked.

Four plain tubes to be renewed.  
 Nuts to be removed from leaky C.C. stays, stays to be caulked and nuts to be replaced.

Starboard Low Furnace:- Caulking edge of furnace tube and tube plate leaking round top of circumference, and possibly under back bearer plate.

Fire cracks in way of rivets in the circumferential seams of the furnaces in the back ends to be veed out and electrically welded.

Seam of back plate and wrapper plate leaking.

Starboard High Furnace:- Leaking round circumference of furnace tube in back end. In way of the rivets in the circumferential seams of the furnaces in the back ends some fire cracks were found.

(33) Starboard Boiler

In all four back ends the caulking edge of the furnace tubes and tube plates were leaking round the top half of the circumference.

All back bearer plates to be removed and back ends cleaned out for examination. Caulking edges of furnace tubes and tube plates to be thoroughly cleaned, then electrically welded and caulked as necessary.  
 C.C. stay nut to be removed, stay caulked and nut replaced.

One C.C. stay nut leaking in the starboard back end.

NOTE: Items Nos. 18 and 29 not dealt with.

Item No. 13 - 2 "Jolly" boats were not replaced when vessel left this Port. These boats were stated to be awaiting vessel's arrival in Halifax.

Items Nos. 30, 31, 32 and 33 are submitted for the approval of the Underwriters.

The foregoing repairs were recommended in order to place vessel in as efficient condition as before the alleged casualty.

Repairs commenced: December 28, 1942 ; Repairs completed : January 4, 1943.

Fee \$50.00  
 Expenses ....

*R. M. Scott*

*C. A. Westbury*

Surveyors to Lloyd's Register.

Lloyd's Register  
 Foundation

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