

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

(Received at London Office 12 NOV 1932)

Date of writing Report 31<sup>st</sup> Oct. 1932 When handed in at Local Office 31<sup>st</sup> Oct. 1932 Port of Montreal

No. in Reg. Book. Survey held at Montreal Date, First Survey 8<sup>th</sup> Oct Last Survey 25<sup>th</sup> Oct 1932 (No. of Visits 2)

59224 on the Machinery of the Wood, Iron or Steel Le St. Canadian Ranger

Tonnage { Gross 5752 Vessel built at Montreal By whom Canadian Vickers Lt. When 1919-5  
 Net 3551 Engines made at Montreal By whom Canadian Vickers Lt. When 1919

Nominal Horse Power { 520 Boilers, when made (Main) 1919 (Donkey) ✓

No. of Main Boilers 3 Owners Canadian Ranger Lt. Owners' Address ✓

No. of Donkey Boilers ✓ Managers Canadian National Steamship Port Montreal Voyage ✓

Steam Pressure in Main Boilers 180 If Surveyed Afloat ✓ in Dry Dock Vickers Lt. (State name of Dock.) Montreal

in Donkey Boilers ✓

Last Report No. PortParticulars of Examination and Repairs (if any) Damage

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 or this purpose, and why they were declined ✓

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

Do. " 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

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? Yes

, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes

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? ✓ 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Renwooded

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Damage stated to have been sustained through Propeller fouling a Manila rope in Victoria B.C. on the 10<sup>th</sup> February 1932.

Vessel placed in dry dock, Tail shaft, propeller, stern tube, sea connections and fastenings examined

Damage: Tail shaft drawn and examined, lower half of stern bush unwooded and stern gland repacked. Broken cement renewed.

Main boilers with all mountings examined throughout and found in good condition.

Safety valves adjusted under steam to the above pressure and noted thickness of washers.

General Observations, Opinion, and Recommendation:— This vessel's machinery 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.&N.S. 9.11, or S.L.M.C. 9.11, 140 lb., F.D., &c.)

Condition eligible in my opinion to remain as classed with first record of B.S. 10.32. Note (S. 10.32) in the Register Book.

Survey Fee (per Section 29).....	£	35.00	Fees applied for
Special Damage or Repair Fee (if any).....	£	15.00	31 <sup>st</sup> Oct. 1932
Travelling expenses (if chargeable).....	£	4.50	Received by me,
			19

Committee's Minute

FRI. 25 NOV 1932

Assigned

10.32

10.32

Geo Allan  
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register  
Foundation

WG30-0137