

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

Date of writing Report 10th. July 47 When handed in at Local Office 10th. July 47 (Received at London Office 8 AUG 1947)  
 No. in Reg. Book 19237 Survey held at Montreal, P.Q. Date, First Survey 25-2-47 Last Survey 24-6-1947 Port of MONTREAL, P.Q.  
 on the Machinery of the Wood-Iron or Steel S.S. "NASCOPIE" (No. of Visits 8)

Tonnage { Gross 2521 Net 1503 Vessel built at Newcastle By whom Swan, Hunter & Wigham Richardson Ltd. Year. Month. When 1912-1  
 Engines made at Newcastle By whom Swan, Hunter & Wigham Richardson Ltd. When 1912  
 Boilers, when made (Main) 4NB6.44 (Donkey) 1944  
 Owners Hudson's Bay Co. Owners' Address -  
 Managers - - - (if not already recorded in Appendix to Register Book.)  
 Port London Voyage -  
 If Surveyed Afloat or in Dry Dock Afloat  
 (State name of Dock.) -  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port D.B.S., G.E. & Pt. M.S.  
 Particulars of Examination and Repairs (if any)

(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.

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?

" " Donkey " " Yes

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 Donkey Blr. 20-6-47

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs. psi

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Has screw shaft now been drawn and examined? No 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 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 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 5/64"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light fitted? Yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey for

record M.S. (with date) the following items remain to be examined:- H.P. & M.P. valves & top & bottom end bearings, intermediate shafting, inboard feed pump, main circulating & ballast pumps, & pumping arrangements. Owners' representative stated that this will be attended to during the next 12 months.

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern tube, sea connections and their fastenings examined & found or placed in good condition.

All cylinders, L.P. valve & chest, L.P. top and bottom end pins & bearings, all main bearings, thrust shaft, main engine driven pumps, main condenser under test, outboard feed pump, general service pump, steering engine opened out, examined & found or placed in good condition.

General Observations, Opinion, and Recommendation:- This Vessel's machinery is in safe working

(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.E.M.S. 9,11, & L.M.C. 9,11, or CS 3,34, 140 lb., F.D., &c.)

condition and eligible in my opinion to remain as classed and to have the record of "EXAMINED 6-47"

and D.B.S. 6-47 now, and the record of \* LMC (with date) on completion of survey.

Survey Fee (per Section 29) Pt. M.S. \$65.00  
 Special Damage or Repair Fee (if any) D.B.S. \$30.00  
 Elec. Eqpt. \$30.00  
 Travelling expenses (if chargeable) \$10.00

Fees applied for 3 July 1947  
 Received by me, 19

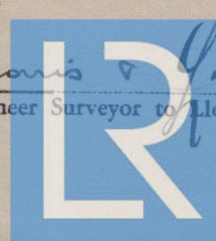
Committee's Minute

Assigned

As now

DBS 6,47

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NOW DONE:- (cont'd.)

Nos. 1 & 2 generators, switchgear, cables & fuses examined, insulation resistance megger tested and found or placed in good condition.

ELECTRICAL REPAIRS NOW EFFECTED:- Main leads from No. 1 generator to switchboard

renewed; galley wiring renewed; fuse boxes in dining saloon renewed, grounds on various circuits cleared.

NOW DONE FOR D.B.S. - Donkey boiler examined internally and externally together with doors, mountings & safety valves. Minor repairs effected to mountings. Safety valves adjusted under steam to pressure stated above.

*T. J. M.*



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