

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

(Received at London Office

MONTREAL, P.Q.

Date of writing Report 5th. October 1950 When handed in at Local Office 5th. October 1950 Port of MONTREAL, P.Q.  
 No. in Survey held at SOREL, P.Q. Date, First Survey and Last Survey 26th. September 1950  
 Reg. Book 59981 on the Machinery of the ~~Wood Iron or Steel~~ S.S. "ANGUSDALE" (ex "FORT WAYNE") (No. of Visits one)  
 Tonnage { Gross 7375 Vessel built at Montreal By whom United Shipyards Ltd. When 1945 9  
 Net 4103 Engines made at Montreal By whom Dominion Engr. Works Ltd. When 1945  
 IHP 2500 Boilers, when made (Main) 1945 (Donkey) -  
 No. of Main Boilers 3.50 Owners Ministry of Transport Owners' Address -  
 No. of Donkey Boilers - Managers - Port Montreal Voyage -  
 Steam Pressure in Main Boilers 220 If Surveyed ~~Afloat~~ in Dry Dock Marine Slipway, Sorel, P.Q. Particulars of Classification (which must be inserted  
 in Donkey Boilers - (State name of Dock.) precisely as in Register Book & Supplements).

Last Report No. Port.

## Particulars of Examination and Repairs (if any) Docking & Alterations.

(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 " " " "

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.

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 Boilers?

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 screw shaft now been drawn and examined? No

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? No

Has shaft now been changed? No 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

3/64"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? -

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

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

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

**NOW DONE:-** Vessel placed on Marine Railway, examined propeller, outside fastenings, (sea valves not opened), spare bronze propeller fitted - cast iron being held as spare. All found or placed in good order.

**ALTERATIONS:-** No. 6 D.B. tank and the deep tank connected to oil fuel and ballast lines through reverse bends, in accordance with approved plan attached. Fresh water suction from deep tank suitably blanked off and disconnected.

Extended spindles fitted to deep tank suction valves.

## General Observations, Opinion, and Recommendation:-

The Machinery of this Vessel, so far as now examined, is eligible,

(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. 1.48, B & M.S. 1.48, L.M.C. 1.48, or L.M.C. 140 lb., F.D., &c.)

in my opinion, to remain as Classed MBS \*5,50, Blrs 5,50, TS (CL) N4,50, without fresh record of Survey.

Survey Fee (per Section 28) \$25.00:

Special Damage or Repair Fee (if any) \$:

(per Section 28.)

Travelling expenses (if chargeable) \$10.00:

Fees applied for  
4th. Oct. 1950  
Received by me,  
19.

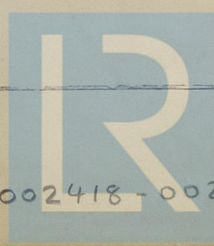
Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 10 AUG 1951

See Ref 33435



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Lloyd's Register Foundation

002418-002426-0158

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

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