

Rpt. 9

Date of writing report 17-6-59
Survey held at Montreal

Received London 29 JUN 1959
No. of visits 3

Port MONTREAL
First date 15-12-58
Last date 27-4-59
No. 12764

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 50201 Name ^{S.S.} "ACTON"
Owners Scott Misener Steamships Limited Managers R. Scott Misener
Engines made 1928 By Smith's Dock Co. Ltd. Type T3 Cy.
Gross tons 1900 Date of build 1928 - 4
Port of Registry Port Colborne

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 SB W.P. 180 lb.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey MBS & Pt. ES
Was Damage Report issued? Int. Cert.?
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS* Great Lakes & limited Gulf of St. Lawrence service	MBS* 4,57
8,56	M. 2,58
Lake s.s. 4,56	TS(CL) 4,56
A.S. 4,58	SPS. 2,56

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam) **ROCK**
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES Good
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible in my opinion to remain as classed with record of MBS 2,59.

Date of Committee THURSDAY - 2 JUL 1959
Decision MBS 2,59

Noted for Header

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port 15-12-58 Starboard 18-12-58 AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 180 P.S.I.
Spt.

Boiler Securing Arrangements Good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

WEAR & TEAR REPAIRS

Port Main Boiler
3 combustion chamber stay nuts renewed.

Starboard Main Boiler
2 outboard combustion chamber nuts renewed.

LEAVE THIS SPACE BLANK

Survey fees ... \$85.00

Damage fee ...

Expenses... ... 5.00

Date when A/c rendered

